Weather
Misty weather today with threats of rain. The maximum temperature yesterday was 62.4 and the minimum 51.1, the figures for the corresponding day last year being 60.4 and 37.6.

THE CHINA PRESS
大陸報

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BOLSHEVIK FORCE MENACES BORDERS OF EAST PRUSSIA

German Papers Hold View That Danger Cannot Be Exaggerated

NO RUSSIAN MONEY

Assembly Takes Action To Deal With Flood Of Roubles

GOLD BUYS FOOD

Deposit Up At Brussels To Insure Immediate Deliveries

(Reuter's Agency War Service)

Copenhagen, March 14.—The German newspaper Vorwaerts says that military experts expect a Bolshevik army a few weeks hence to try to cross the frontiers of East Prussia in the hope of finding food in East Prussia.

Various German newspapers consider that the Bolshevik danger cannot be exaggerated in view of the discipline of the Red Army and the weakening of Germany through Spartacism.

Copenhagen, March 15.—A message sent from Berlin yesterday states that in order to prevent the flooding of the country with smuggled Russian money, with which the Spartacists are lavishly supplied, the German National Assembly has hurriedly passed a bill forbidding business in Russian money except through the Imperial Bank.

Pays Gold For Food

Copenhagen, March 16.—A message from Berlin states that in the Food Agreement concluded at Brussels, Germany undertakes to deposit in Brussels gold to the value of £11 millions in order that the delivery of food may begin immediately. The telegram points out that the Allies do not guarantee delivery but Germany is permitted to import foodstuffs from Allied and neutral countries and therefore Germany's most important task is to increase to the utmost her exports of raw materials and industrial products.

Certain Exports Permitted

Paris, March 15.—Germany will pay for food supplied by gold and the receipts derived from the exportation of certain permitted products. A control board of exports will be established, probably at Rotterdam.

Permission to resume fishing in the North Sea has been given and steps are being taken to modify the blockade.

Leaders Are Under Arrest

Copenhagen, March 15.—A message from Breslau states that three Spartacist leaders have been arrested and material found in their possession which shows that they projected an insurrection in Silesia.

A message from Innsbruck states that a Soviet for the Tyrol has been established.

Bale, March 15.—A message from Offenburg states that a Food Control Commission which recently arrived in the village of Windeschaeg was met by a crowd of peasants armed with pitch-forks and similar weapons and forced to take refuge in the Town Hall. The arrival of troops prevented further disorders and, after pourparlers, the commission was allowed to depart.

Bernstorff Is Representative

Copenhagen, March 15.—A message from Berlin states that Count Bernstorff, deputised by Count Brockdorff-Rantzau to attend a meeting at the Ministry of Finance to discuss German aims at the Peace Conference, said that colonial and labor questions would probably be the first items of discussion at the Conference and emphasised the strict insistence of the Government on the principles laid down by President Wilson.

Hopes Dr. Morrison Will Lose His Post, One Guess Who It Is

(Reuter's Pacific Service)

Peking, March 22.—The Shuntien Shih Pao hopefully suggests that Dr. Morrison will be retired at the end of his present engagement.

[This paper, it should be said, is a Japanese organ printed in Chinese and masquerading as Chinese.—Editor.]

Bad Conditions In Mines With Big Profits To Owners Revealed At British Inquiry

Men And Boys Work In Coal Pits More Deadly Than War, Even Ponies Being Unable To Survive

(Reuter's Agency War Service)

London, March 15.—The Coal Commission is continuing its proceedings daily, sifting a maze of figures and statistics presented by the representatives of owners and workers. Witnesses are closely and persistently cross-examined by both sides.

Startling revelations have been made regarding the bad conditions underground in which men and boys have to work while ponies die at the rate of forty a month. The shocking housing conditions in many of the mining districts have also attracted attention.

Startling Disclosure

The Commission has brought out the amazing fact that the Coal Controller had agreed to an increase in prices amounting to a yearly exaction of £25 million from coal consumers in order to assist low-grade collieries which were losing money while the others were piling up still more enormous profits.

Witnesses drew attention to the increasing danger of American competition, especially with the Argentine and Scandinavia, and urged the necessity of cutting down prices in order to prevent undercutting by America.

Yesterday's sitting was occupied with an elaborate scheme presented by the Miners' Federation, which favored the nationalisation of the mines and proposed that each mine should be administered by a Pit Committee elected every year by the men.

More Deadly Than War

London, March 16.—The Coal Commission was startled yesterday at the evidence given by Mr. Robertson, the Chairman of the Scottish Mine Workers, who declared that mining was more deadly than war. He quoted figures showing that on an average 1,100 men have been killed in the mines every year for the last fifty years and that over 3,250,000 have been injured in twenty years. He asserted that the greed of the coal owners was responsible for the bad housing of miners, quoting as a typical example that 27,000, out of the 38,000 inhabitants of Hamilton, in Lanarkshire, lived in one or two roomed houses: hence the miners insisted on State control.

Mr. Balfour, the coal owners' representative, said that if things were as Mr. Robertson described they must be put right.

Mr. Hartshorn, the representative of the Welsh miners, said that if the men's demands were not granted Bolshevism was bound to come.

CHINESE BANK MESSENGER IS MISSING WITH $40,000

Representative Of Foochow Branch Of Bank Of China Sought By French Police

Detectives attached to the Police Department of the French Concession are looking for a Chinese who came to Shanghai ten days ago as a representative of the Foochow Branch of the Bank of China, received $100,000 in notes from the local agency of the bank and disappeared after giving a sealed box to a servant aboard a Foochow steamer.

When the box was opened at Foochow, but $60,000 was found. According to information obtained by the French police, the Chinese messenger told the boy, to whom he gave the box, that he would return prior to the sailing of the steamer.

MAN WHO SHOT FRENCH PREMIER PROUD OF DEED

Cottin Admitted He Would Have Tried Again Had He Made Escape

(Reuter's Agency War Service)

Paris, March 14.—Cottin, the man who attempted to assassinate the French Premier, M. Clemenceau, was tried by court-martial for wilful murder. The prosecution urged that Cottin was imbued with anarchical ideas and was proud of the deed, which was premeditated. The prisoner in an excited manner read a statement attacking M. Clemenceau and the bourgeoisie and said that if he had escaped he would probably have tried again.

Cottin has been found guilty and has been condemned to death.

Paris, March 16.—Cottin has appealed against his death sentence.

AMERICAN NAVY TO TRY ATLANTIC FLIGHT

Washington Hears Report That Britain Will Launch Effort Next Week

(Reuter's Agency War Service)

Washington, March 16.—Rear-Admiral Taylor has announced that the American navy is ready to attempt the flight across the Atlantic in a flying-boat within a month. He added that the officials at Washington believe that a British air-ship will attempt to cross next week.

Vladivostok Railway Official Is Stabbed

(Reuter's Pacific Service)

Peking, March 21.—M. Andre Derville, the Far Eastern Agent of the International Sleeping Car Co., was stabbed and killed and also his stenographer seriously injured in Vladivostok on the afternoon of March 19 by five men who entered his office for the purpose of robbery.

NORTH AGAIN PROPOSES CONFERENCE RESUME

Chu Chi-chien Writes To Tang In Answer To Business Men's Demand

In response to the demand of the Shanghai commercial bodies that the China peace conference be resumed within a week Mr. Chu Chi-chien, chief Northern delegate, yesterday wrote to Mr. Tang Shao-yi, chief Southern delegate, proposing again that the conference go into session.

The Southern delegation on its side give out a statement yesterday calling on Mr. Chu to urge the Peking Government to cancel all preparation for issuance of the Eighth Year Domestic Loan. The statement says that information has been received that the loan will be issued in the following manner:

$10,000,000—To be underwritten by the several Tuchuns of the Northern Government.
$5,000,300—To be underwritten by the Bank of China.
$5,000,000—To be underwritten by the Bank of Communications.
$20,000,000—To be hypothecated to Messrs. Okura & Co. for $8,000,000.
$20,000,000 (balance) To be distributed among the Provincial authorities for disposal.

Mr. Tang also announces that a telegram has been received from Western Hunan saying that General Chang Ching-yao, Tuchun of Hunan, is in negotiation with foreign interests for the mortgaging of the famous Shukoushan mines. Mr Tang further denies the Northern charge that the telephone and street railway franchises for Canton had been sold to Japanese.

Fighting Over In Shensi, Commissioner Reports

(Reuter's Pacific Service)

Peking, March 22.—Chang Jui-chi arrived at Weinan Thursday and reported to the Government as follows:

The Northern and Southern troops have ceased hostilities and have agreed to withdraw five li from their original front, the Southerners to westward of Shaoghingho and the Northerners to Yufangchien.

The defeated bandits are still roaming and looting in the neighborhood of Fushwei and Chang Jui-chi recommends instructing the brigade under General Chang Hsi-yuan to suppress the bandits in the vicinity of the highway eastward of Sian, to which place he is at present proceeding.

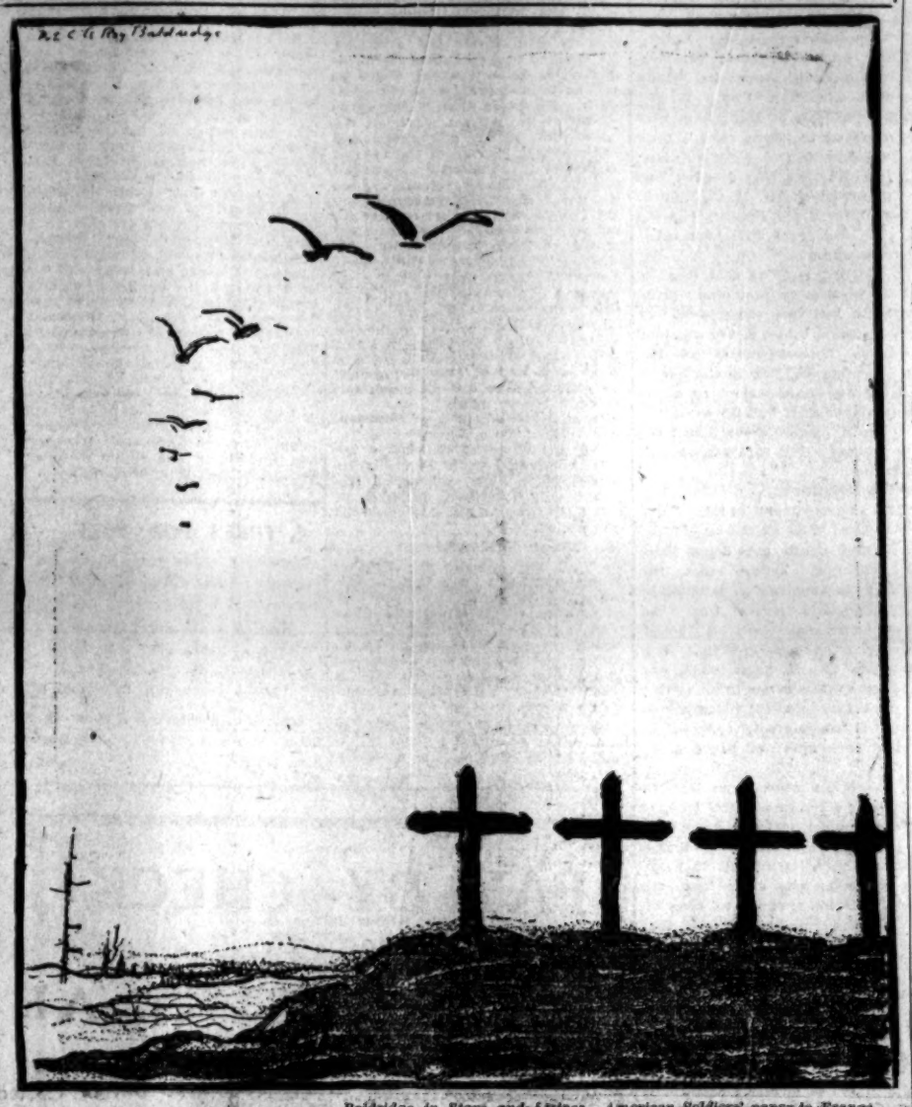
Destroyer Overtakes Escaping Submarine

Crew Of U48 Is Rescued After Vain Effort At Flight From Spanish Port

(Reuter's Agency War Service)

Madrid, March 15.—A message from Ferrol states that the interned German submarine U48, which was making ready for surrender to the Allies, escaped and was chased by a Spanish destroyer but submerged when it had nearly been overtaken. The crew came to the surface and were rescued by the destroyer.

The Founders Of The League Of Nations



Baldridge in Stars and Stripes, American Soldiers' paper in France

RAIL UNION HEAD IN BRITAIN FEARS STRIKE

Men Mean To Get All Demands, He Says—Report Shows Charges Will Be Higher

(Reuter's Agency War Service)

London, March 16.—Mr. J. H. Thomas, President of the Railwaymen's Union interviewed yesterday evening, said that he feared that ten to one of the railwaymen's and miners' delegates at the meeting to be held on the 21st would be in favor of a strike. It was impossible for the leaders to control the men, who meant to get all their demands, including nationalisation, or fight.

Wage Scales Reviewed

London, March 20.—The Board of Trade announces that the average earnings of railway men in 1913 were 28/6 per week. The additions made since February, 1915, totaled 33/- per man per week and the increased cost of operating the railways, due to war wages and the eight hour day, is £75 millions per annum, plus £25 millions for the increased cost of materials. It is estimated that the cost of the new program laid down by the Railwaymen's Unions, including the perpetuation of war wages, will be at least £100 millions annually, or 200 percent over the rates existing before the war.

The offer made by the Government when the negotiations were resumed yesterday afternoon included the establishment of a joint committee representing the Railway Executive and the two Unions to deal with questions of pay and conditions of service as they arise. The government's offer assured railwaymen of the continuance of their present earnings during the current year instead of their having to face a gradual reduction of war wages as the cost of living falls. This offer will necessitate an increase in railway rates but it is hoped that any further great increase in passenger fares will be unnecessary.

Allied Air Raiders Claimed Many Victims

Official Communique Says 729 Were Killed And 1,754 Wounded In German Areas

(Reuter's Agency War Service)

Copenhagen, March 15.—A message from Berlin states that according to an official communique 729 persons were killed and 1,754 injured by enemy air-raids on Germany up to the time of the armistice.

Amsterdam, March 16.—A message from Berlin states that it is officially estimated that 23,500,000 marks damage was done in Germany by the air-raids of the Allies.

Sequestration Work Is Nearly Completed In Central District

Inventory Of Buchheister And Company Remains; Officials Seize Valuable Property

Sequestration of enemy firms in the Central District will be completed Tuesday, the Chinese authorities having but to finish the inventory at the offices and godowns of Buchheister and Company. The stock consists of machinery which must be dismantled and packed.

Work was completed yesterday on the stock of Siemssen and Company. Completed inventories show that 100 cases of printing machinery were seized at the Shanghai Machine Company; 31 sewing machines, 30 cases electric fans, books and office furniture and appliances at Carlowitz and Company; office equipment and books at Garrels, Borner and Company; 18 cases stoves, safes, glass and toys at Sievogt and Company; and over 2,000 cases general merchandise at Siemssen and Company.

Notices were published yesterday exempting wives of prisoners of war, their children under 20 years of age and widows and their children under 20 years of age.

Enemy subjects certified by the medical board as being unfit for travel will not be sent to the Embarkation Depot but those who are considered physically fit for the journey to Rotterdam will go to Nantao where they will receive proper food and medical attention.

U.S. Shipping Board Head Denies Report

Chairman Hurley Asserts There Is No Intention To Deal With Germans

(Reuter's Agency War Service)

Washington, March 16.—Mr. Hurley has telegraphed a denial to Great Britain of the report current in London that the American Shipping Board is prepared to offer freight rates to German shipowners for the use of their vessels. He declares that the American Shipping Board is working through the Allied Maritime Transport Council.

CENTRAL POWERS MOVE TO ORGANISE REPUBLIC

Report Says Measure Has Been Passed By German-Austrian Assembly

(Reuter's Agency War Service)

Bale, March 16.—A message from Vienna states that the German-Austrian Assembly has passed the Bill incorporating German-Austria in the German Republic.

German General Done To Death By Peasants

Former Commander Of Army In Flanders Invited Mob's Anger By Shooting

(Reuter's Agency War Service)

Paris, March 16.—General von Arnim, the commander of the German army in Flanders in March, 1918, fired on some peasants who were trespassing in his grounds at Asch, in Bohemia, in search of firewood. The mob consequently invaded the chateau, beat General von Arnim to death with their cudgels and pillaged the chateau.

HEAD OF RAIL COUNCIL NOT YET READY TO TALK

Understood Inter-Allied Body Will Take Chinese Eastern Lines First

(Reuter's Pacific Service)

Harbin, March 21.—Mr. Stevens, the well-known American railway engineer, who had been appointed president of the Inter-Allied Technical Railway Council, interviewed, declared that at present he is unable to discuss the details of his future work or to make suppositions as to when satisfactory results will be attained owing to the fact that many questions have not yet been decided and the members of the Board have never worked together before so that it will take some time to organise work.

All the Russian railway agents remain at their posts, but their work will be controlled by the Inter-Allied Council. It is understood that the Allies will first assume control of the Chinese Eastern Railway and then proceed westwards.

GERMANY GIVES UP MERCHANT MARINE ON ALLIES' DEMAND

Agrees To All Conditions Regarding Surrender Of Fleet

FOOD IS SUPPLIED

Enemy To Get 300,000 Tons Of Cereals, 70,000 Tons Of Fats Monthly

BLOCKADE STANDS

To Be Continued, Pichon Says, Till Preliminary Peace Is Signed

(Reuter's Agency War Service)

Brussels, March 15.—The Germans have agreed to the Allied conditions regarding the surrender of the German merchant fleet.

Paris, March 15.—The surrender of the German merchantmen will comprise about 150 vessels totaling 1,800,000 tons.

The Allies will furnish Germany with 300,000 tons of cereals and 70,000 tons of fats a month.

The proceedings at Brussels were characterised by the most frigid formality.

No Formal Surrender

London, March 15.—Reuter's Agency learns that there will be no formal surrender of the German merchant fleet. The ships will be manned almost entirely by British, American and French crews.

It is roughly estimated that the total tonnage will be 3,500,000 of which France received between 75,000 and 100,000 tons.

Great Britain will probably manage three-fourths of the cargo tonnage and France the remainder as America is not interested in such tonnage, while Italy already possessed the Austrian shipping.

An Allied Economic Commission will be established at Hamburg to deal with freight and cognate questions.

Point Is Emphasised

Brussels, March 15.—In order that the generosity of the Allies should not be regarded as being due to German threats Admiral Sir Rosslyn Wemyss, the head of the Allied delegation, when reading the conditions imposed on Germany by the Allies, paused after clause eight, relating to the prior surrender of the German merchant marine, and asked formally whether the enemy consented to hand over this fleet. Braun, the head of the German delegation, after a moment's impressive silence, replied: "Yes, we consent to give up the German merchant marine."

Sir Rosslyn Wemyss then read the clauses dealing with the terms of revictualling Germany.

Paris, March 16.—It is semi-officially stated that the agreement regarding the surrender of German merchantmen stipulates for the provision by Germany of important quantities of coal in order to ensure the regular delivery of foodstuffs by the Allies.

Bodes Ill For War Lords

Paris, March 14.—The Commission on the Responsibilities of the War has adopted the conclusion that the conduct of those who planned the war was so outrageous that the Peace Conference might consider the desirability of creating special machinery to deal with them. It declares that no consideration of rank should interfere with justice.

Blockade To Stand

Paris, March 16.—M. Pichon, the French Minister of Foreign Affairs, has made a statement to journalists that there can be no question of raising the blockade until the preliminary peace has been signed and a general resumption of commercial relations is impossible pending the signature of the final treaty. M. Pichon expressed the opinion that the treaty will be simply handed to the Germans who would have to take it or leave it as no discussion will be permitted.

London, March 17.—An official communique from Paris announces

that the Inter-Allied Commission on Ports, Waterways and Railways today heard the legal and technical reasons of Switzerland for claiming to participate in any convention hereafter governing the navigation of the Rhine.

Britain's Naval Needs

Paris, March 15.—A meeting of the British Empire delegates discussed the Covenant of the League of Nations as affecting the naval needs of Great Britain and agreed that, in fixing future naval armaments, the defensive needs of the scattered British Empire could be adequately met only on the pre-war proportion of strength of the British navy to other navies.

CHINESE CONSULS CHOSEN FOR RUSSIAN CENTERS

Three Are Appointed By Cabinet For Chita, Omsk And Moscow

(Reuter's Pacific Service)

Peking, March 22.—The Cabinet today decided to establish consulates and to appoint the following consuls: Mr. Kuan Shan-ping to Chita, Mr Fan Chi-kuang to Omsk and Mr. Sun Kuang-ming to Moscow, the latter to await settled conditions before proceeding to Moscow.

BOLSHEVIKI REPULSED SOUTH OF ARCHANGEL

Omsk Despatch Says Offensive Of Allies Is Developing On Whole Front

(Reuter's Agency War Service)

London, March 19.—An official despatch from North Russia states that a Bolshevik attack on Torjegorskaya, 130 miles southward of Archangel, was repulsed. The enemy left five unwounded, fifty-seven dead, many wounded and also six machine-guns on the battlefield.

Offensive Developing

(Reuter's Pacific Service)

Harbin, March 21.—An official communique from Omsk reports:

Our offensive is developing along the whole front. The commanders of the Bolshevik forces are vainly endeavoring to restore order and to offer resistance and the Red Guards are entirely demoralised. Trotsky has arrived on the Siberian front in the hope that his presence will strengthen the enemy's resistance.

A detachment of our Ski troops has met a reconnoitring party of the Allied and Russian army operating from Archangel and Murmansk, thereby accomplishing the long desired junction of Admiral Koltchak's troops with the northern group.

A strong detachment of the Don Cossacks has crossed the river Don and defeated the Bolsheviki near Konstantinovskoi Station.

Peking Danes Give Farewell To Minister

(Reuter's Pacific Service)

Peking, March 21.—The Danish community gave a dinner to the Danish Minister, Count P. Ahlefeldt-Laurvigen at the Peking Club yesterday evening. Count Ahlefeldt is proceeding to Denmark on furlough and intends to return late in the summer.

Hsiung Hsi-ling Optimistic For Early Peace Settlement

Former Premier In Speech Before Saturday Club Asks Allied Co-operation

A program of interesting talks on three subjects of considerable diversity were enjoyed by a good sized meeting of the Saturday Club at tiffin in the Carlton yesterday.

The speakers were Mr. Hsiung Hsi-ling, former Premier; Mr. Paul Page Whitham, American Trade Commissioner, and Capt. W. G. Hiltner, formerly of Hangchow, who has returned to China after a year in service with the American Red Cross in Siberia. The meeting was presided over by Mr. H. A. Wilden, Consul-General for France, who introduced the speakers in his usual entertaining style.

Mr. Hsiung Hsi-ling said that he was at present in Shanghai principally to facilitate the process of making peace between the factions of China. The suspension of the peace conference, due to the Shensi problem, he characterised as a national misfortune, but he expressed hope that negotiations might ere long proceed again to a satisfactory conclusion.

Defends Delegates

"The people," he said, "may doubt that the delegates of the North and South are doing their duty and may believe that the deadlock is kept up on account of less important issues than the Shensi question. Such a belief, however, I cannot entertain. It is impossible to talk peace while war is being at the same time carried on and the present struggle in Shensi is undoubtedly contrary to all the principles of peace making."

The soldiers opposed to the Peking troops in Shensi, the speaker declared, were clearly recognised as the Southern forces, according to official references made to them, and thus it was clear that the North had no grounds to keep on fighting them under pretense that they were banditti.

The former Premier laid emphasis on the great necessity for unification in China at this time, while the European Peace Conference is in session, speaking of the blow to China's standing at the conference which failure to unify would be. In view of the friendly attitude of the Foreign Powers, however, with the present world stand for justice and the force of public opinion in China, he expressed optimism for a speedy settlement. Three additional reasons which the speaker gave for his belief that peace must come soon were, first, the North and South were each practically bankrupt and could not much longer carry on war; second, the people, having suffered so long, were eager for peaceful times; and third, a group of enlightened men were arising among the military of both factions who saw conditions as they were and were in favor of the reduction of military force as a Government factor. In conclusion the speaker asked the friendly cooperation of all of China's Allied friends to aid her toward the settlement of her troubles.

Transportation Mr. Whitham's Topic

The part which transportation is to play in the reconstruction, not only of battle scarred Europe, but of the world at large, formed the theme of Mr. Whitham's interesting talk.

"The great minds of the world," he said, "are now occupied with the problems of reconstruction. The great immediate problems of this nature are the problems of Europe's battlefields, but there are minds among the greatest which are looking to a world reconstruction. They see the problem as a universal one and in its solving there will possibly be no greater factor than that of transportation."

The development of intercommunications with the parts of the earth now without transportation facilities, bringing closer, more sympathetic and intelligent relations, the speaker saw as one of the principal steps toward world peace as well as toward greater world prosperity. He urged that in the opening up of the unused places of the globe the spirit of commercial competition give way to the idea of international, mutually beneficial intercourse. The problem is too big a one for individual commercial effort, the speaker declared, and nations must not confine their efforts to their own benefit. He referred in particular to the present meager transportation facilities of Asia and of the unlimited resources, now completely shut off, which railways will bring to the world markets. As an example he spoke of the great productivity of Western China and told of recently visiting the railhead of one of the country's railways which slightly taps that source. Much of the goods brought in over that route, he said, were at a rail cost of about 40 cents a ton mile, whereas 3 cents is ordinarily considered a high rail rate. Naturally only extremely valuable or extremely necessary goods could be transported.

The Chinese Bolsheviki

Of all the enemies the fighting Czechs of Siberia have had to face the worst, by unanimous vote of all who have been in action against them, are the Bolshevised Chinese coolies, according to Capt. W. G. Hiltner, of the American Red Cross, who has returned to China after a year's work with the Czecho-Slovak forces.

"These coolies," Capt. Hiltner said, "were recruited by the Allies in the first year of the war for work in the forests and mines of Siberia. There were some 20,000 to 25,000 of them in all. When the Bolshevik uprising came they were impressed into the army and the Czechs are emphatic in their assertions that of all the diverse elements they had to meet, the Chinese were the worst. They would come over the top in the face of the fiercest machine-gun fire and nothing stopped them."

Capt. Hiltner outlined briefly the gallant and dramatic fight across Siberia of the Czechs and paid sincere tribute to their fighting abilities and their cheerfulness and many lovable qualities.

In his recounting of the hospital work he gave a glimpse of the miseries and hardships being faced by the refugees and soldiers in the north. One instance had to do with a band of Russian school children, sent last spring all the way from Petrograd to Tiumen, near Ekaterinberg, where a large American Red Cross hospital was established.

A hundred and twenty of these youngsters, boys and girls ranging in age from 7 years to 17, were crammed into one dirty building. The whole company mustered only 12 pairs of shoes and there was no such thing as a stocking among them. The remainder of their outfits were such clothing as remained since their getting out the previous May. When the American Red Cross took charge of the children the thermometer was registering about 40 below zero and as there was no cloth to be had for making garments consignments of many-tailed bandages were sewn together and underwear and outer clothing were fashioned from this material.

Two Chinese Firms Sue In U.S. Court

Bring Proceedings In Matter Of Contracts With Arkell And Douglas

Messrs. Arkell and Douglas, Inc., were named defendants yesterday in the U.S. Court for China in suits filed by two Chinese hardware hongs, the Yut Sae Chang and Co. and Shin Sae Chang and Co., who ask for the rescission of contract on allegations that certain goods tendered for delivery were not in accordance with specifications. Both plaintiffs also asked for an injunction restraining the defendants from filing suit against them in the Mixed Court. The hearing was adjourned to Wednesday morning at 10 o'clock when arguments will be heard.

Upon the suggestion of the Court, the defendants agreed that no action be started in the Mixed Court pending the decision of the matter in the United States Court. Mr. Earl B. Rose appeared for the plaintiffs, while the defendant firm was represented by Mr. J. B. Davies. Counsel for defense admitted that it had been the intention of the defendants to commence proceedings against one of the plaintiffs in the Mixed Court.

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10.—Interest at 4 per cent. is paid on silver savings accounts.
11.—Interest at 5 per cent. is paid on 12 months fixed deposits in silver.
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13.—Checking accounts may be opened for $100 or more.
14.—Monthly statements are rendered and cancelled checks returned.

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China Y.M.C.A. Man Writes Of Work With War Coolies

Dr. W. W. Peter Gives Sidelights On Life Of China's Labor Battalions

Dr. W. W. Peter, former head of the health division of the Y.M.C.A. lecture department in China, who now is working among Chinese coolies in France, has just sent back an interesting letter on his work with the labor corps and conditions in their camps.

Mr. G. H. Cole referred to in the letter is also one of the Y.M.C.A. secretaries doing Y.M.C.A. war work with the British forces and R. M. Hersey is the general secretary of the Tientsin Association, who is with the Chinese laborers among the American forces overseas. Dr. Peter's letter, dated Lille, January 11, follows:

Dr. W. W. Peter

The largest hospital in the world, exclusively for Chinese is not in China but in France. It serves our 140,000 Chinese laborers.

Half way between the mouth of the River Somme and Abbeyville is the village of Noyelles. On a hill about a mile out is the Chinese base hospital. It has accommodations for 1,500 patients but at one time room was made for 300 more. The staff numbers sixteen foreign doctors and 300 nurses and attendants. The chief of staff is Colonel Gray, formerly of the British Legation, Peking, and many of the other members are medical missionaries from China.

The hospital buildings are not makeshift affairs to be shifted or abandoned over night but constructed of wood, iron and tar paper. Some of them are even sheeted with pressed paper on the inside. There are plenty of windows and each building has its stove. All of them conform to one of the Chinese customs and are one story in height. The buildings are on either side of short streets running into a wide central road.

This remarkable hospital has most of the modern convenience for the treatment of the sick. There are medical and surgical buildings or wards, and besides these special ones for tuberculosis, influenza, trachoma, venereal, contagious and emergency cases.

There is a detached area enclosed by double rows of high barbed wire entanglements with guards at the entrance. There are sixty patients in the buildings within this area. All of them are insane.

The saddest place of the whole hospital to visit is the isolated camp for lepers. There are sixteen of them. As we entered, all of them who were able to do so, stood up at attention. The leper nearest me saluted. I noticed his bandaged hand. Dr. Auld told us that it would not be long before his fingers would begin to drop away. I saluted President Wilson in Paris. I have saluted two of the famous generals of France. In each instance my salute was more than a perfunctory military courtesy for I was deeply grateful to be on this side of the Atlantic. Those were salutes I shall not forget. Now I shall add a fourth, this one I exchanged with a coolie, a leper, far from home with small chance of his being buried near his ancestral graves.

We passed a small compound where a Tommy was feeding his fifty rabbits and guinea pigs. These were for use in the bateriological and pathological laboratories. We saw one of the doctors at work putting together a new microtome of the most modern make. Adjoining this laboratory was the post-mortem room. A long building specially heated was divided into three sections, the operating room in the middle with X-Ray and sterilising rooms at the ends. At the edge of the camp was the incinerator which is kept going day and night burning refuse and garbage.

Their Own Graveyard

The doctor then took us to the little graveyard where 350 laborers lay buried. Over each grave was a white cross giving the name, military number, company and date of death. I have seen many graveyards and isolated graves in France, recent ones, but none of them were better kept. The Chinese have started a fund to erect a memorial arch in Peking to commemorate the lives of those who lay buried in France. One coolie gave a third of a month's pay.

Right in the heart of this hospital camp is the Y.M.C.A. When we arrived late one afternoon we found the hut packed with men playing Chinese chess, throwing quoits, eating our western ginger snaps, smoking and drinking tea around the stove. A few were making appointments with the Chinese secretaries to have letters written home. Three convalescents were fixing up the stage for a theatrical performance by Chinese to which the whole camp was looking forward.

There were three foreign and four Chinese secretaries who came in from the other Chinese units near Abbeyville. By moving out some of the furniture we were all able to squeeze into the local secretaries' living room to eat a Chinese meal.

After supper I gave a lecture on "Health Conditions in China." Lieut. Hawkins, an old tennis partner of mine from Shanghai, happened to be attached nearby and operated the lantern slides machine. The audience was made up of Y. secretaries and the hospital medical staff. I was able to throw on the screen pictures I took myself in China showing several of the medical missionaries present in the audience.

The Y.M.C.A. is rendering a needed service to the Chinese. There are 20 centers in the B.E.F. in which the Y. has established its work. There are 85 Chinese and foreign secretaries. In this Lille region there are 16 canteens and only a staff of five men. But the army officers have detailed sergeant orderlies to run them. The work for Chinese is well started in the French and American armies.

There was one company where the officers had trouble constantly. Fines and court martials failed to solve the problem of discipline. The men were in bad spirits and uninterested in their work. During off hours they gambled and quarreled. Then a Y.M.C.A. canteen hut was set up by a Chinese secretary. Ten days later the O. C. came to the Y headquarters to express his thanks.

"I don't know what that Chinese secretary lectured about or what he has done to my company of Chinese," he said "but I have not had a single case of trouble of any kind since the third day after his arrival."

Work Is Successful

Mr. G. H. Cole and I visited the General in charge of all labor in the British army. At first these army officers were a bit skeptical about allowing Y work to be started for the Chinese. Imagine Mr. Cole's delight when the General said, "We must have some more of your men for our Chinese units. What can I do to help your work?" When Cole brought up the question of sending Y representatives on transports returning Chinese, the General objected, "I don't think much of that. I'm not keen to have your present staff depleted. You would need to send 70 men if you only sent one man to every 2,000 Chinese." But he showed his confidence in Cole by promising to take the question up with the Adjutant General. The British army officers welcome this work and cooperate wherever possible. We are assured that the Chinese will be kept in France for at least another year on their three or five year contracts. Most of the Chinese arrived late in 1918.

Messrs. Cole, Hersey and I are making this inspection trip by automobile. We sent the regular driver back to make room for our blankets and bags. I am driver pro tem of an old Sunbeam car. Our route is Paris, Dieppe, Abbeyville, Boulogne, Calais, St. Omer, Lille, Arras, Cambrai, Abencourt, Amiens, Rouen Dieppe, Le Havre, and back to Paris, in thirteen days. The road took us into the devastated area at Bailleul. We passed village after village totally in ruins. Not a house inhabited. In front of one abandoned house we saw a cat sitting on the doorstep. The baby cat had been blown out on the street. Passageways for traffic had been cleared through what once were the streets and the shell holes had been filled in. On either side of the road in the country were shell holes, barbed wire entanglements, camouflaged gun emplacements and trenches as far as the eye could see. Here and there were broken lorries, shell dumps, ambulance vans, guns, helmets and gun carriage wheels. We also saw two airplanes which were partly embedded in the mud and abandoned where they fell. Practically all of the Chinese in this area are being used in salvage work.

Today's Concert Program

At the concert in the Town Hall, at 4:30 p.m. today the following program will be given:

1. Overture, Mignon .....Thomas
2. Concerto Trio .....Beethoven
   (a) Allegro
   (b) Largo
   (c) Ronde a la Pollacca
   The Moscow Trio
3. Symphonic Poem, Finlandia .....Sibelius
4. Violin Concerto .....Tschaikowsky
   First movement only
   Solo: Mr. V. Siroide.
5. Scenes Pitteresques, ... Massenet
   (a) Marche
   (b) Angelus
   (c) Fete Boheme

A. de Kryger,
Conductor-in-Charge.

The Banvards

Standing room only and very little at that last night at the Olympic Theater when the Banvard Company produced "O, Papa!" The company has certainly made good in Shanghai, but the merry band of players must not depend upon stuff like "O, Papa!" to maintain their popularity. Again there was that snap and vim which caught on so quickly when the players put on "The Suffragettes," again the dialogue raced through accompanied with plenty of laughs, and again that splendid little pack of chorus girls showed how excellently they have been rehearsed, but it was not until the second act that anything stood out to make the show really big. The playing was good, the dancing was better, the business was all that could be desired, but the material upon which the company had to work was lacking.

There were two turns that got right over, and the crowded house simply rose to them. First of all Miss Ryliss Barnes danced. It was an absolute treat. Just what it was all about I don't know, but her pretty little coquettish ways, her twinkling feet dashing out from the folds of a vivid canary skirt, and her perfect rhythm made her dance suggest the joyfulness of an oriole revelling in the sunshine.

The second performance that called for loud applause was the song "Come Out of the Kitchen, Mary Ann." Miss Hazel Boyd put it over. What a delightful artiste she is! She is full of "pep" and gives one the impression that she is not only charmingly young but that she also simply loves her work. Her skit on Charlie Chaplin again met with yells of laughter. I liked the way Robert Ryles sang his song "Smiles." He is a good fellow. We all like him on the dark side of the footlights.

Pearl Jardinere had not nearly enough to do. She has established herself a prime favorite but the only thing she had a chance in was her number "Leave it to Jane." That was all right. Myrtle Dingwall again sang herself into all our hearts. She had quite a pleasing number with Robert Ryles which scored heavily. Willis West and William Horley both sustained the parts they had to handle in their usual clever way, in fact their playing was a good deal better that their material.

Tonight the company repeats the same show. On Monday by special request "The Suffragettes" will be put on again. I can recommend this as the very best thing that the company has done so far. Get in on it and you will enjoy it.

DOMINO.

Peking Political Notes From Chinese Press

The publication of the secret agreements with Japan was resumed in the Government Gazette Thursday.

The Japanese Legation has repudiated responsibility for the conduct of certain Japanese military officers in Mongolia and Urga in assisting General Semenoff in inciting the inhabitants to rebel against Chinese authorities, saying that it was the misconduct of certain individuals and not to be regarded as the action of the Tokio Government. General Chen Yi, the Resident Commissioner of Urga, however, alleged that the officers were Japanese Government representatives.

Under date of March 22, Mr. Chang Jui-chi, the Area Demarcation Commissioner for Shensi, telegraphed that he had arrived in Weinang and found the hostilities have ceased in Chaokow and Siangchao. Upon his arrival, the opponents were requested to make a further withdrawal of 4 or 5 li and this was complied with. He was going to Sianfu the following day.

It is reported that General Chang Hsun is recruiting 40 battalions of troops, numbering about 20,000 soldiers.

Admiral Sah Cheng-ping left Tientsin Friday on his way to Fukien.

The Second Class Chiaoho was conferred on Dr. Wu Lien-teh by a Presidential Mandate Thursday in recognition of his services in opium prohibition.

General Lu Yung-ting telegraphed that he had decided to retire from all public offices and expressed the wish that President Hsu would settle the internal dispute. President Hsu replied that the country is largely dependent on General Lu for its union and reorganisation.

In connection with the Mongolian question an extraordinary meeting was called by the President Friday. The director of the Bureau of Mongolian and Tibetan Affairs was not present. It is understood that he had left Peking under some pretext. The plans to quell the insurrection in Mongolia consist of the return of the troops sent away to other provinces by Jehol, Suiyuan and Charhar to their home post and the further despatch of the Border Defense Army to these cities for reinforcement.

General Wang Chuan-yuan of Hupeh telegraphed that the Southern forces are increasing their number in Western Hupeh contrary to the spirit of peace and asked that a protest be lodged with the Southern authorities.

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American Red Cross Work During 6 Months In Siberia Is Tremendous Achievement

Half-Yearly Report Shows Results Attained In Medical And Refugee Relief Despite Difficulties Of Distance And Transportation

The American Red Cross has been operating in Russia a few weeks less than six months. A report issued recently covers briefly the period from July 26, when American residents in Yokohama and Tokio, Japan, left for Vladivostok at the direction of the Red Cross in Washington, to December 31, 1918.

The Siberian Commission was created as the American Red Cross working organisation. In this period the Commission has extended its activities from Vladivostok to the Ural mountain district, more than 4,000 miles. Four-fifths of the distance from Vladivostok, on the Japan Sea, to Petrograd is covered through the Red Cross organization in Siberia. Over a stretch of country measuring a quarter of the circumference of the globe the Red Cross has spread its arms of relief and mercy.

In meeting the appeals for hospital attendance and supplies, clothing, food and many other necessities, the Siberian Commission has had to contend with not only the vast, vital needs of an exhausted country, not only with a winter climate ranging from 20 to 60 degrees below zero, but with an almost utter breakdown in railway transportation. This proved the greatest handicap and the most serious problem in the entire Red Cross work in Siberia. Siberia depends almost entirely on its long, slender line of railroad, east to west. Relief supplies of every description came steadily into Vladivostok for most of the semi-annual period but the disorganisation of the Trans-Siberian Railway was so complete and the politico-economic conditions so complex, that for weeks at a time not a relief train could be moved from Vladivostok toward the needy west. The difficulty of procuring engines, cars and a track on which to proceed cannot be understood unless the picture is clear of the entire Russian situation—with its confusion, conflict of authority, lack of authority, collapse of ordinary civil and military agencies and imminent upheaval.

Difficulties Of Transportation

Certain Red Cross supplies for western Siberia had to traverse nearly half the circumference of the globe. A large proposition of the clothing supplies come from the middle western chapters; some articles distributed by the American Red Cross in Siberia originate in the eastern section of the United States.

The American Red Cross in Siberia operates from Vladivostok to Ekaterinburg, 5,126 miles, and to Cheliabinsk, 4,100 miles. Omsk, the western main depot of the Red Cross, is 3,570 miles from Vladivostok; Tumen is 3,924. Only the thread of railroad and an uncertain telegraph system connect these points, and the railroad operates feebly and spasmodically. North from Vladivostok, the Red Cross field extends to Habrovsk (Khabarovka) 600 miles.

Yet throughout the months of the latter half of 1918 the American Red Cross operated with a steadily increasing faith in the future and with growing encouragement as its work gained in practical effect. The knowledge that the American people with unsurpassed generosity and steadfastness were supporting the Siberian Commission with money and supplies was a constant stimulus to greater effort.

When the Czecho-Slovak forces occupied Vladivostok in the summer of 1918 after the regime of Bolshevism, Czechs wounded in the fighting for the city and near-by districts were cared for by the medical staff and men of the U. S. flagship Brooklyn, then in Vladivostok harbor. A warehouse on the waterfront was hastily fitted up as a temporary hospital.

The Czechs then represented the main military activities against the Bolsheviki in Siberia and were recognised by America and the Allies as co-Allies. They lacked hospital service of every sort and the American Red Cross met the need with instant action.

Many Hospitals Established

Hospitals aggregating 3,730 beds established at various points from Tokio to Ekaterinburg have been built, equipped and are operated by the American Red Cross Medical Department; dental clinics, properly staffed, are maintained at Cheliabinsk and Ekaterinburg; Czech and Russian hospitals in seven cities have been supplied with hospital equipment, surgical dressings, drugs and instruments, and every precaution has been taken against the dreaded typhus.

At Ekaterinburg is maintained an anti-typhus disinfecting and bath station with a capacity of 3,000 soldiers and civilians daily; an anti-typhus hospital has been established at Petropoviosk and there is a station at Omsk. A complete anti-typhus train was built and supplied by the Red Cross for the Allied expeditionary forces.

The history of the five relief trains and the hospital train of 12 cars sent to supply Czech forces is well known. The report states that the average value of relief and medical supplies sent on the relief trains was G.$450,000.

Civilian Work Effective

Civilian work extends from Vladivostok to Ekaterinburg, over 4,100 miles. Main headquarters have been established at Vladivostok and Omsk with sub-stations at Tomsk, Taigar Novonicolaievsk, Irkutsk, Ekaterinburg, Petropoviovsk and Cheliabinsk. Food and clothing are distributed, medical attendance furnished, employment obtained, small industries launched and schools established for refugee children. All sections of the work are in full swing at Vladivostok.

Work Outside Vladivostok

In the Maritime Provinces of Amur and Primor the Red Cross is steadily but conservatively extending its activities, the object being to afford emergency relief where the need is absolutely imperative. Constant requests for aid come to the Department from hospitals, indigent homes, orphan asylums, medical associations, municipal councils, provincial officials and many other individuals and institutions. Many of the requests tell of appalling conditions of poverty and disease. It is impossible to investigate the numerous requests from isolated sections with the present limited personnel, and the plan devised, that of working through the Russian Red Cross, has the double advantage of giving the Department the co-operation of the Russian people and placing the responsibility upon them. The Department is investigating these provincial requests through five centers outside of Vladivostok—Rasdolnya, Spasskoe, Nikolsk, Habarovsk and Blagovestshensk. In this work the Red Cross has the valuable assistance of the United States army officers and men.

Preparing For The Future

In all of its activities the Refugee Relief Department is endeavoring to prepare the work to hand over to the Russian people when they can take care of it. At present the Russian organisations of charity and relief have been exhausted by the demands of warfare and the dispersal of the trained personnel, as well as the breakdown of the old governmental order. One of the objects to be sought by the Russians is the re-establishment of relief assistance overthrown by the Bolsheviki. The United States is standing by in this worthy undertaking. There are increasing signs of co-operation between the American Red Cross and the Russian organisations. When recently a charity organisation committee was formed in Vladivostok with representatives of the various municipal and philanthropic institutions, the American Red Cross was the only foreign body to receive an invitation for representation on this committee, and the association of the American Red Cross with the local committee has been of great value.

Russian Red Cross Assistance

The various district organisations of the Russian Red Cross are also turning to the American Red Cross for co-operation on a practical and continuous basis. A considerable part of this co-operation falls on the Civil Affairs Department of the Siberian Commission and the increasing number of instances in which the American and the Russian Red Cross relief workers labor together is good augury for the future, says the report.

Huge Amount Expended

Since July 26 the American Red Cross in Siberia has expended G.$1,370,000. The amount does not include, of course, articles, goods and materials of various sorts donated by Red Cross Chapters and sent to Vladivostok for distribution. The sum of Roubles 4,400,020.03 is given as the Vladivostok expenditures.

Hundreds of thousands of garments have been distributed to refugees and over 200 cars, loaded with supplies, have been sent to Western Siberia from Vladivostok.

News Brevities

A painting, "Sunset in Flanders" contributed by Mrs. James Macbeth to the American Woman's Club to be sold for the benefit of Siberian Relief Funds, has been placed on exhibition at the Carlton Cafe. The painting is the work of Mrs. Macbeth and will be raffled. Tickets at two dollars may be obtained at the Carlton and from Mrs. C. H. Webb at the Astor House and Mrs. Macbeth.

* * *

The Treasurer of the Door of Hope acknowledges with thanks the following donations in memory of Mrs. Roy P. Roberts: American School Staff, $15; Mr. and Mrs. Ray C. Roberts, $15; Mrs. Woodberry and family $10; Mr. and Mrs. J. C. Clark, $5; American Woman's Club, $10; Mr. and Mrs. Jas. Macbeth, $5.

* * *

Mr. E. J. Commissariat will speak before the Quest Society at the Carlton Cafe at 5:30 p.m. tomorrow on "Spiritual Beings According to the Zoroastrian Religion." Visitors are invited.

* * *

Mr. T. Harborne, H. B. M. Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames A. W. Burkill, C. J. Carle, E. Samson, M. L. Cross, Cutforth, Le Roy Smith, E. F. Mackay, A. A. Somos, Thaddee de Krzywoszawski, M. W. Pett, Graham, L. Y. Sharp, Messrs. British American Tobacco Co., Representation for British Manufacturers, Christian Science Society of Shanghai, Shanghai Club, C. F. Harber, F. C. Banham, F. L. Marshal, J. G. Smeaton, J. H. Green, H. Ross, P. Lesaner, P. Enticknap, Dougal, N. E. B. Ezra, and "Anon."

* * *

Mr. Loo Chong, formerly Commissioner of Foreign Affairs for Amoy and Chinese Superintendant of the Amoy Customs, who has been recently appointed Chinese Consul-General for London, was the guest at a dinner party given by Mr. S. K. Loh, former Judge of the District Court of Shanghai City, at the Great Eastern Hotel last night. Among other guests were Mr. F. M. Sah, former Commissioner of Foreign Affairs at Shanghai, Mayor Shen Yin-shih of the Shanghai City, Mr. Tsao Lu-ping, director of the Shanghai-Woosung Road, and Mr. Doo Mei-su of the Sequestration Bureau. Mr. Loo is staying at the residence of Mr. Kang Yu-wei, on Sinza Road.

* * *

The Yangtsze Engineering Works of Hankow issues an interesting catalogue of its activities, giving details of the numerous kinds of work it has under way.

* * *

Members of the Automobile Club will hold their annual meeting Monday afternoon at 5 o'clock at 1 Yuen Ming Ynen Road.

* * *

Northern papers recorded the death at Peking on Tuesday of the Rev. Pere La Croix, professor of philosophy at the R. C. School, and a former parish priest of St. Louis' Church, Tsentsin.

* * *

It has been learned that Captain R. W. Wells of Messrs. Maitland and Co. is returning to Shanghai shortly. On account of illness, he may have to relinquish his commission, but will retain the rank of Captain.

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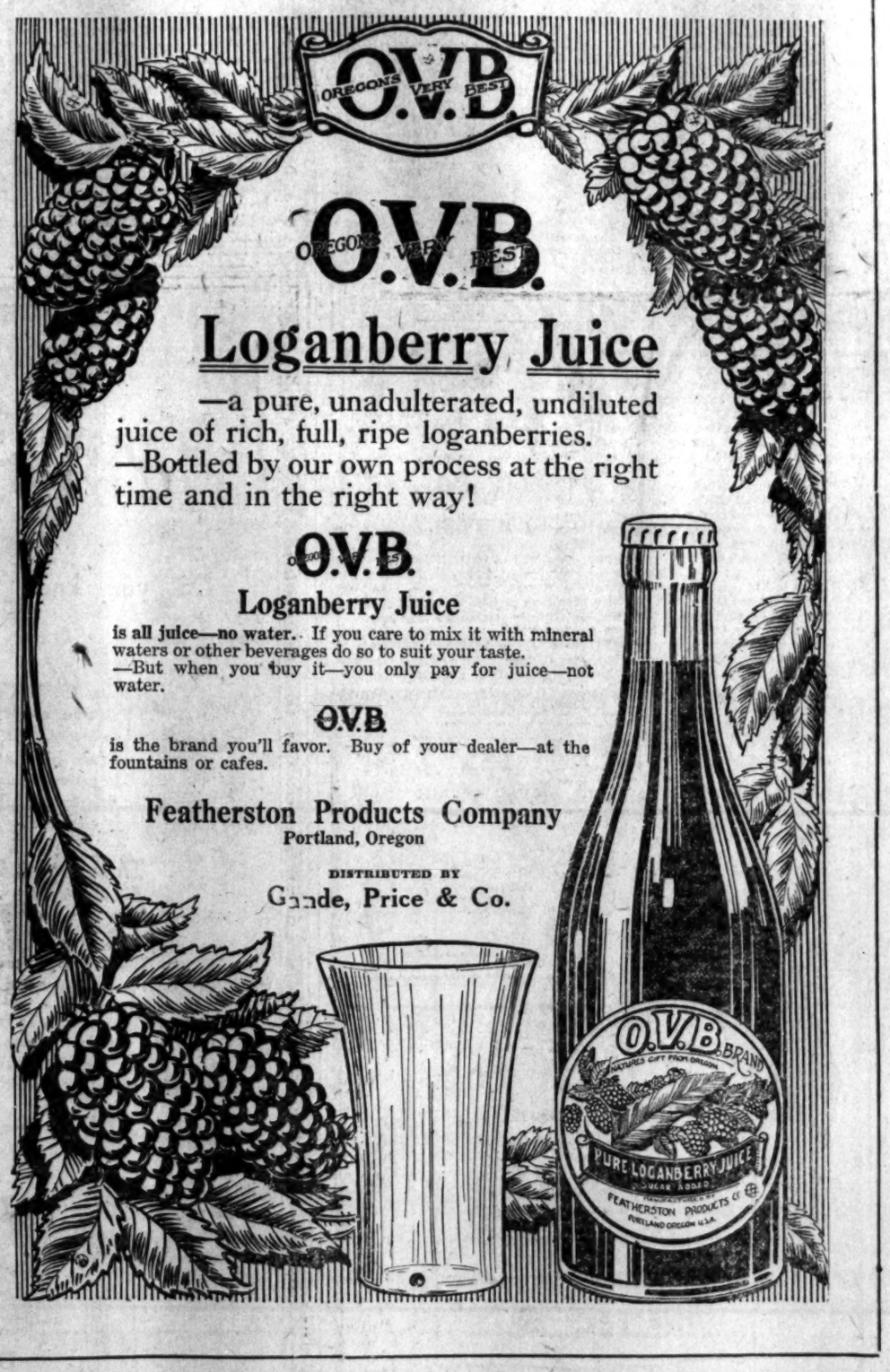
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DISASTROUS BLAZE IN TSINGTAU HARBOR

Whole Row Of Buildings Is Destroyed, Partly Because Of Lack Of Water

China Press Correspondence

Tsingtau, March 19.—One of the largest fires in this port started this morning just before noon in a block of buildings between the railroad and the junk harbor. The fire brigade was out in full force as well as a detachment from the Japanese warship Yakumo, now in port, but they could do nothing but confine the fire to the one lot of buildings which was totally destroyed except one corner. For several months now Tsingtau has had a scarcity of water, the population having increased so tremendously that the present water works cannot fill the demand, with the result that the water is cut off for several hours during the day and at night. Instructions have also been issued by the authorities restricting the number of baths one can take a week to two, although this regulation will be hard to enforce on those who really wish to have more than two baths a week. Doubtless this scarcity of water prevented the firemen from doing more to save the buildings. Unfortunately, the tide was out at the time, and although the buildings are only separated by a street from the high water line, yet at low tide the distance is almost three times as far, so only one line of hose could operate at such a distance.

The cause of the fire is at present unknown, but it is thought that a man selling boiling water overheated his stove. The ground floor consisted of small shops while the upper storey was crowded with poor tenants. It is feared that there has been some loss of life.

One of the fire engines came to the scene with a very novel method of clearing a way for itself. Instead of having a large bell or even a more modern arrangement, a Chinese coolie was perched up on top, who shouted and waved his arms to clear the crowd, and in rounding one corner, had to give up his vocation to save himself from being thrown off his feet. Needless to say the mules drawing the engine were not hurting themselves with speed.

SAN FRANCISCO TO GREET BUSINESS MEN OF ORIENT

Chamber of Commerce to Entertain Merchants Desiring Connections In United States

Business men from the Far East, especially those interested in trade between the United States and countries of the Orient will be afforded special facilities by the San Francisco Chamber of Commerce upon their arrival at that port. Particular attention will be paid to Chinese who go to America to further trade relations.

A committee of the San Francisco Chamber will meet visitors at the dock, will aid them through the Customs and will recommend connections, according to Mr. Clarence Colman, publisher of the magazine, The Philippines, and a member of the San Francisco commercial body.

Mr. Colman arranged with representatives at Manila, Japan ports, Shanghai and Honolulu to keep the publicity department of the San Francisco Chamber informed of anticipated arrivals of business men in the United States. Mr. Colman was a through passenger on the Empress of Japan which left for Vancouver last night.

PEACE CONFERENCE MAY HANDLE DRUG QUESTION

Opium Convention Of 1912 May Come Under Consideration At Paris Meeting

(Reuter's Agency War Service)

London, March 15.—Replying to Mr. Agg-Gardner in the House of Commons, Mr. Harmsworth stated that the Government hoped to bring the question of the Opium Convention of 1912 before the Peace Conference with a view to the adoption of a resolution binding the Powers represented at the Conference and the enemy Powers to the speedy enactment and enforcement of the measures contemplated by the Convention in order to confine the manufacture and sale of opium and similar noxious drugs to their legitimate purposes.

Call To Suppress Opium Is Regarded As Belated

(Reuter's Pacific Service)

Peking, March 22.—General Chang Kwei-ti urges the suppression of the cultivation and traffic in opium. This suggestion is most belated as the cultivation of poppy in the Jehol district was enormous during the past year.

Real Symphony Concert To Be Given Monday Night

Above, Mr. Mirovitch at the piano; Below, Mr. Piastro.

The climax of an unusually plenteous musical season will come tomorrow night in the Lyceum Theater. Then we shall attain for the first time really metropolitan proportions, we shall have a real symphony orchestra, even with soloists. The soloists are Messrs. Mirovitch, Piastro and Paci—a trio of whose excellence one need not speak in Shanghai.

The orchestra will be made up of the Municipal orchestra, with the aid of several other competent local musicians. It will be conducted by Signor Paci, who has assembled his combination and unified them into a competent musical whole. Signor Paci will, it can be predicted, prove himself as competent a conductor as Shanghai knows him to be as a pianist.

Messrs. Mirovitch and Piastro will be welcomed back as an institution; they came to Shanghai first four years ago, two unknown young men. Before the end of their first season they had proved themselves. And their drawing power has increased equally with the rounding maturity of their musical power, which is now such as to stamp them as first rate artists, men of the quality which Shanghai shall not have the joy to know when peace has drawn artists off to more profitable and appreciative fields.

Mr. Mirovitch and Mr. Piastro have just returned from a triumphal tour in Java and Sumatra, a tour which was literally a triumph. Their last performance in Java, in the great hall of the Concordia Club, was such as to recall memories of gala nights in Continental capitals. Twenty-six hundred people packed the hall; in the boxes were the governor and his suite and the officialdom of the colony. At the close there was an ovation such as the greatest of the great get in European musical centers. And Mr. Mirovitch shows with deserved pride a trunkful of beautiful gifts that were showered on him and Mr. Piastro at the close of the concert. And their stay was capped with a banquet given in their honor by the governor.

Tomorrow night will be the last opportunity to hear Mr. Mirovitch and Mr. Piastro. They leave soon for a tour in Australia and New Zealand.

Reorganisation Loan Terms Are Announced

Details Given Out By Foreign Office Of First And Second Advances

(Reuter's Pacific Service)

Peking, March 21.—The Waichiaopu has issued the terms of the first and second advances of the Second Reorganisation Loan, the terms of which were similar to the 1911 Loan. The plan was to repay the advances from the proceeds of the future Reorganisation Loan which has not yet materialised.

PLANS FOR GUARDS' ENTRY INTO LONDON ANNOUNCED

Procession Is To Include Men Who Have Been Demobilised And Wounded In Vehicles

(Reuter's Agency War Service)

London, March 17.—In the House of Commons during question time the Secretary for War, Mr. Winston Churchill, stated that the Guards Battalions on the occasion of their formal entry to London on March 22 would march past the King at Buckingham Palace and the Lord Mayor at the Mansion House. The procession would include guardsmen who had been demobilised and wounded men unable to march, who would be in suitable vehicles.

He hoped to include representatives of other arms who had formed part of the Guards division in France and also representatives of the staff.

WASHINGTON COMMENTS ON TIENTSIN TROUBLE

Report Of Encounter Is Sent To State Department By American Minister

(Reuter's Agency War Service)

Washington, March 14.—With reference to the newspaper reports of disorders in Tientsin, the American Minister in Peking informed the State Department that an encounter has occurred between American soldiers and Japanese policemen and civilians.

Officials here state that if American marines violated the Japanese Consulate as reported those guilty will be punished and an apology made to the Japanese Government.

CHINESE TROOPS MAY GUARD RAILWAY LINES

Liu Ching-jen, Representative On Allied Commission, Offers Proposal

(Reuter's Pacific Service)

Peking, March 21.—Liu Ching-jen, the Chinese representative on the Allied Railway Commission, has submitted a proposal to distribute the following Chinese troops along the lines: One mixed brigade from Heilungchung between Manchuli and Blagoveschensk, one mixed brigade from Kirin between Pukuai and Harbin and one regiment from Changchun to Harbin.

These troops will guard the lines and assist the Allied military transportation under the direct control of the Chinese Director of the Chinese Eastern Railway.

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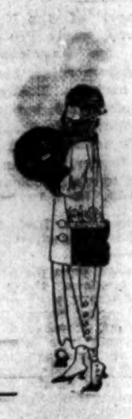

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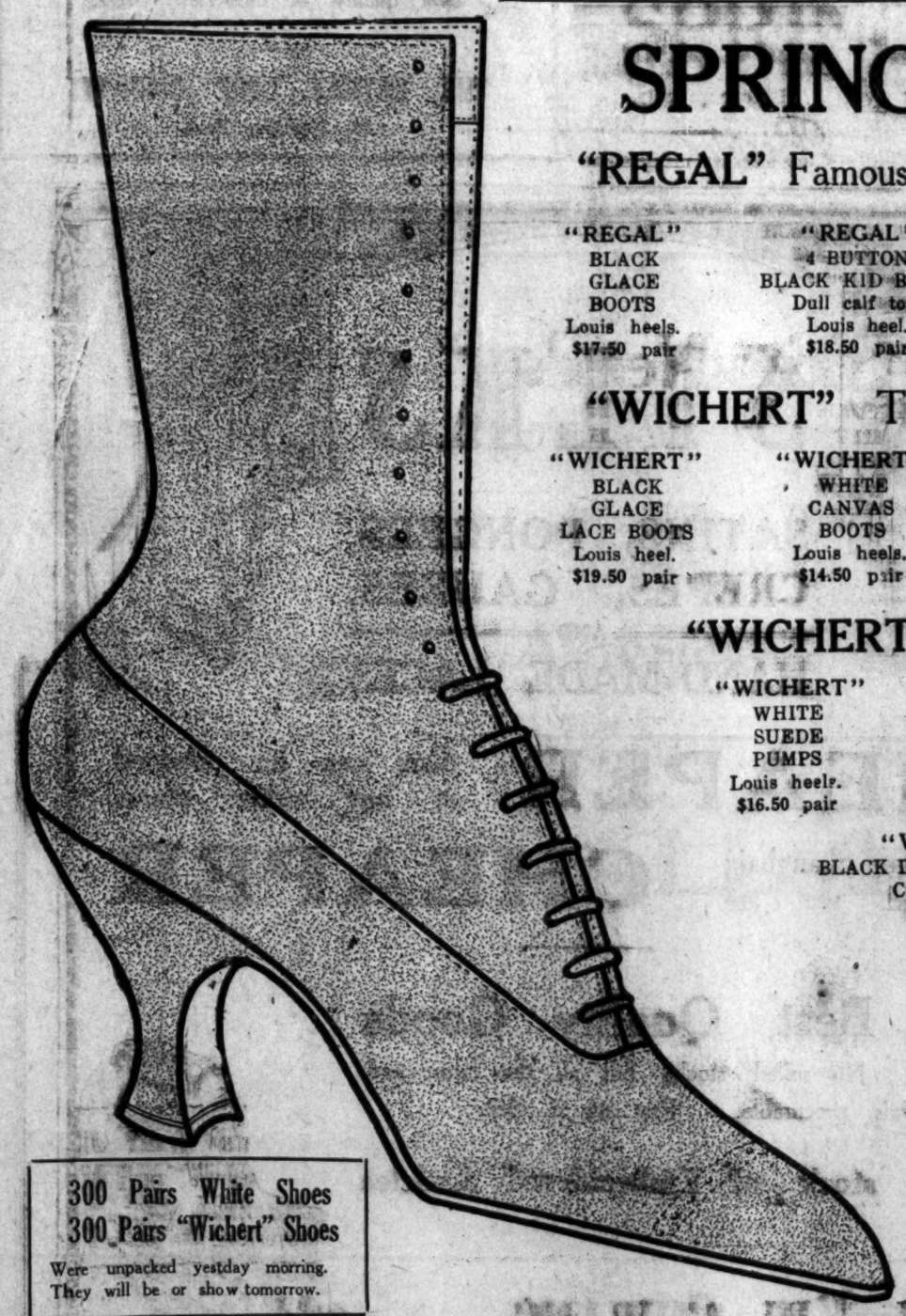

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TOM GAY, AN INTIMATE OF FAMOUS MEN, IS DEAD

Onetime Head Waiter Of Fifth Ave. Hotel Companion Of Generals And President

IMPROVED THE COCKTAIL

David H. Moffat Gave Him Ranch And Took Him To Europe

New York, February 20.—"Tom" Gay is dead. To those familiar with New York's big hotels of today, the announcement may mean little enough, but to those of the older generations, who remember the glory of the old Fifth Avenue Hotel half a century and more ago, the death of the most famous hotel's equally distinguished head waiter, will stir recollections of a gathering place wherein Tom Gay was known to nearly every one in the public eye.

There are items of the mortuary news which have the magic, doubtlessly, of renewing youth, however briefly, and the intelligence of the passing of Tom Gay, a head waiter who was a friend of presidents, generals, gold mining nabobs and editors, who was indeed quite a figure of a man in the bluff, extravagent, richly colored period following the civil war, will reanimate many reminiscences dusty with years.

General Scott Will Be There

These old ones may have a vision over their toast and coffee of the personnel of the reception committee which might well await Tom Gay when Capt. Charon eases his boat into her slip and offers to Tom a hand over the side—a courtesy which would provoke, one well knows, a bow of thanks, but a negative shake of the head from Tom. Probably the tall and portly figure of Gen. Winfied Scott will be well in the front of that committee, for the General and Tom were good friends.

No doubt Tad Lincoln will be cutting capers under the very coat skirts of the committee dignitaries, just as Mr. Lincoln's boy used to prank about under old Tom's eye when the Lincolns came to New York and put up at the Fifth Avenue. And one may imagine Gen. McClellan—Little Mc—somewhere about, along with Gen. William Tecumseh Sherman and Chester A. Arthur and Gen. Marcy, Gen. McClellan's father-in-law, and Ed Stokes, still cutting a great figure, and Gen. Phil Sheridan and perhaps even a short compact figure of a man with a stump of cigar barely smoking in the corner of his tight lipped mouth—U. S. Grant.

But the first hand outstretched will be that of Dave Moffat, David H. Moffat of New York and Colorado Springs, the gold miner who took Tom Gay to Europe two or three times and who finally gave him, all complete, a fine ranch near Steamboat Springs, Routt County, Col.

They were all Tom's friends, big, hearty, knowing men who detected under the formality of a headwaiter's pose the many human, worthwhile and superior traits that made up Tom Gay's character. Back in the '70s, before the suave and polished Arthur ever dreamed of going to the White House, it was his custom to chat daily with Tom and to see to it that none save Tom supervised the construction of the sundown toddy.

This was a function indeed which Tom Gay essayed for Gen. Sherman, who was very particular about his tipple, and the cargoes of champagne that he guided over the bar of the old Fifth Avenue for lesser men celebrating their triumphs in the stock market would require the holds of tall ships for their storage. In the forty-five years that Tom served the Fifth Avenue Hotel he saw as much of life from the inside as any other man no doubt and enjoyed intimacies that have been denied to millionaires.

Improved The Cocktail

In his heyday, which was in the '70s and '80s, there were many guests of the hotel who could scarcely be made to believe that the dignified, calm faced person at the entrance door of the Fifth Avenue's dining room was actually a headwaiter, for Tom looked much more like a guest of the hotel than did most of the guests themselves. Having risen to a rank in his trade which corresponds to that of Colonel in the army, though much better paid, Tom acquired very naturally a poise and savoir faire, all brightened by humor, which made him a companion frequently sought by those whose names were on every tongue. If he did not actually invent the old fashioned whisky cocktail he certainly improved it, which is no small asset in inventorying claims to fame.

Tom Gay came to New York from Cazenovia, Madison county, N.Y., which is not far from Syracuse, obtaining a post office address in 1845. When the South got her back up and began to handle firearms regardless little Tom deserted Cazenovia between days and headed for this city in the hope of breaking into the Union army. The recruiting sergeants weren't too particular in that war, but nevertheless Tommy was a bit too young and a shade too small even for their tolerance, so they showed him the door.

Chance sent him to the Fifth Avenue Hotel, a grand place in those days, and chance got him his first job, that of waiter. The hotel had been open since August 24, 1859, and was already the habitat of the distinguished.

He Meets Moffat

One day in the early '80s Tom introduced a broiled spring chicken to a big man from the West, a big, hungry, tired man, who had millions, but who didn't look it by any means. That was the beginning of a close friendship between Tom and David H. Moffat of Colorado owner of gold mines and credited with the possession of $5,000,000 even then.

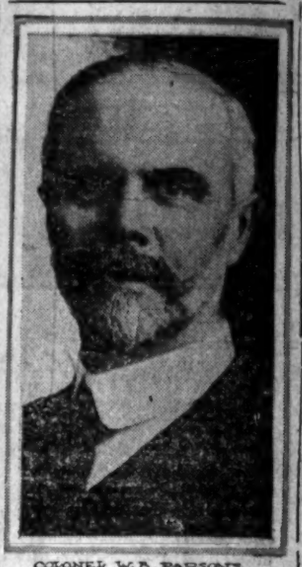
The two took to each other sincerely and naturally. Dave Moffat got in the habit of looking out for Tom, of presenting him with lucrative tips in the stock market and of extending to him useful advice. The Moffat bankroll grew with the friendship, and along in 1898 The Sun carried this item: "Head Waiter Gay Sails Away—Fifth Avenue Hotel Guests Bereft While He Visits Europe With D. H. Moffat."

They had a high old time and repeated it seven years later, occupying on the way over a suite aboard the Celtic that princes had found satisfactory. Time kept racking along and then one day in 1906, Dave Moffat instructed his chief engineer of the Denver, Southwestern and Pacific Railway "to keep an eye out for a little place for Tom Gay somewhere along the line," Sumner, the chief engineer, spotted a 158 acre ranch near Steamboat Springs in Routt country, Colorado, acquired title and stocked it completely.

Moffat handed Tom the title deeds for the ranch, and a pass through St. Peter's gate wouldn't have fluttered the beneficiary more. He quit the hotel just before it was torn down in 1908 and went West to live on his fine ranch. But Colorado and Tom's rheumatism refused to make friends. He found it impossible to live out there, so he came back East and bought a little hotel in Seymour, Conn., on the way from New Haven to Waterbury.

Death came to him on Wednesday in his seventy-fourth year at the home of his son-in-law, F. C. Goodyear, 33 North Avenue, Norwalk, Conn. One daughter, Mrs. Goodyear, and two sisters, Mrs. F. G. Young of San Francisco and Mrs. C. Holcomb of Seattle, survive him.

Commander Of Engineers Gets Civil Office



COLONEL W. B. PARSONS.

Colonel William B. Parsons, commander of the famous Eleventh Engineers, who is now in France, has been selected by Governor Smith to head the Subway Construction Commission for New York City, according to a report from Albany. Colonel Parsons personally planned and supervised the construction of the four-track railway system which carried American troops and supplies from the seaboard in France to the battlefronts. Regarded as one of the foremost engineers of the world, Colonel Parsons is an authority on metropolitan traction.

Life With The Yanks On The Rhine

(*Stars and Stripes*)

The ex-Kaiser is still missing. It happened at Mayen, headquarters of the 6th Brigade, Third Army, where a bust of the last Hohenzollern was mounted in an ornate pedestal in a little open space not far from headquarters. On a joyous evening, while everybody who could afford it, was making merry, the bust disappeared.

Where did it go? Nobody knew. But there had been a light fall of snow in the night, and through this snow, between the pedestal and the river, there were visible footprints, party obliterated by what seemed to be the dragging of a heavy object over them. The footprints went down to the river bank. They went back, without the heavy object.

The bust is still missing.

Near Hausen, on the road to Mayen, is a cannon—a German cannon. It sits unhonored and unsung, near one end of the village, and it may be added to the number of guns being handed over to the Allies by the Germans and it may not.

But it is rapidly becoming a landmark. Children play in the sand and mud beneath it. The women of the neighborhood gather there to gossip.

The men discuss the state of internal affairs while learning over it. Boys play about it. American soldiers examine it, discuss it, and try its levers and wheels.

And the other day a great red rooster mounted upon the point of its muzzle and emitted a long, loud, triumphant crow. The best part of it was that an outfit of Yanks was marching through the village at the time.

It is as hard to get into Coblenz as it is to get out of it.

At the Ehrenbreitstein fortress, just across the river, are Kentukians who have never been in a real big city, or even a medium-sized one like Coblenz, and there are New Yorkers and New Jerseyites who have tasted metropolitan sweets and have a great hankering for seconds.

They are on top of the big rock, with the winking, yellow, beckoning lights just across the river, with the music, the cafes, the commissary and everything, and they can't get across.

A young artilleryman whose outfit is located near Mayen was curious about the high peak that overshadows his billet. There came from over the tip of the peak daily and nightly a constant clanking and screeching, explosions, and now and then, when the wind was in the right direction, the hoarse shouting of men. What in the world could it be? Was the war starting up again?

Orders were that no soldier should go more than 300 yards from his billet, and the colonel meant what he said. He had proved it on numerous occasions. But the youth was miserable. Finally one night he stole away, climbed the peak, and looked over the crest—down into a stone quarry.

The royal chapel of the Kaiser's Palace at Coblenz, where Protestant church services for Americans are held every Sunday morning, has had an interesting history. The chapel dates back to before 1813, but it first sprang into prominence in that year, when Napoleon's soldiers used it as a stable. The former German emperor, who used to visit Coblenz frequently in 1914-15, used to worship here.

Catholic services are held every Sunday in the Carmelite church.

There is a certain grim picturequeness about camouflage these days. When a truck appears in the streets of Coblenz still bearing upon it traces of the magic paint of other days, it focuses the German eye almost as quickly as does an American band or a column of rubber-booted doughboys. It seems such a relic of the past—a stately Spanish caravel among modern battleships, a golden piece of eight among a lot of silver American half dollars.

Four sailors from Brest breezed into Coblenz last week and throughout their stay provided one of the sights of the town. "Just cruising around," they said in response to queries as to how they had strayed so far from salt water.

One of the finest banners in the Third Army is being flaunted by members of the 322nd Field Signal Battalion, stationed in Coblenz. The banner is the gift of the organization's former commander, Lieut.-Col. Sosthenes Behn, made just before his departure for the States. The banner is of orange silk, with the familiar crossed flags of the Signal Corps, and beneath them an eagle clasping arrows in his talons.

The price of Iron Crosses is going up. Coblenz is now a limited leave area and 2,000 fresh buyers from the Third Army, not to mention thousands of other transients, are in the city every day.

Iron Crosses of the first class went from three marks to nine—and then leaped to 12 and 18. One store demands 40. Crosses of the second class are 12 marks. They used to be two and six.

Most of the helmets in the region are now on their way to the States. The leather ones brought 40, 50, 60 and more marks each. And yet, word from Cologne is that these relics are going begging at nine marks.

The delicatessen stores continue to do a roaring business. The pastry is the nearest approach to the real stuff many members of the Third Army have had since they landed, and they're taking advantage of it. And the photographic galleries—you can scarcely get into them. Everybody wants to have his picture taken in Coblenz, it seems, in order to prove to the folks at home that he had gazed upon the Rhine.

Reading one's shirt seems just as popular an indoor sport as ever, even officers of high rank taking part in the pastime ever and anon. All Germany seems to have been smitten, due chiefly to the fact that when the armistice was signed the soldiers called it a war and departed for their homes, taking their guests right along with them. Hotels have not escaped.

Incidentally, there is the story of the luckless doughboy who read faithfully and diligently, meanwhile hoarding each piece of issue clothing against the time when he would have a complete new outfit. Then for a bath and freedom. Alas! He had his new clothes wrapped up in a newspaper in a disused room of his billets. It was decided to throw all old clothing into the disused room; and when he went to seek his bundle, after drawing his last necessary bit of clothing, he found it buried beneath a pile of the cootiest clothes in all Germany.

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Clemenceau For A League If France Is Sure Of Defense

A Sociery Of Nations Must Have Power, He Says In Long Interview With Associated Press

Paris, February 9.—"While I have said that the war has been won, it would perhaps be more accurate to say that there is a lull in the storm," said George Clemenceau, the French Premier, in the course of an interview with The Associated Press today. "At least," he added, "it is as well to face squarely all the possibilities."

Although Germany has been beaten militarily and had been largely disarmed, there still remained, the Premier said, "a chaotic but fruitful Russia, from which great help may be drawn by the Teutons." There would be danger, he thought, of a "reopening of the military debate," if it were not for the assurance President Wilson had voiced recently that whenever France or any other free people was menaced the whole world would be ready to vindicate its liberty.

In the Society of Nations, said the Premier, each nation must be willing to renounce its traditional aloofness and be willing to employ the national strength outside its own country, both in wartime and in peace.

Premier Clemenceau warmly praised the help the American troops had given in winning the war for democracy, and expressed disbelief that there was a man in the American Army of Occupation who regretted that he had "fought on the side of freedom" because he had more creature comforts in Germany than in France.

"I lived in the United States in my young and formative days," said the Premier. "Perhaps, therefore, I may be indulged to say a few words to our Allies on the other side of the Atlantic. Not by way of advice or propaganda, but frankly as friend to friend.

"The friendship between our peoples which has subsisted for a century and a half is a very beautiful thing. The like of it has never existed for the same length of time between any other two peoples. This cordiality, cemented by our contact during the war, must endure in closer measure hereafter. To this end our minds must meet.

"The entrance of America into the great war was full of dramatic interest. The application of nation-wide conscription without the slightest disturbance, the universal self-denial to supply us with food and all other requirements, the unity of purpose, and the amazing energy of 110,000,000 of people of so varying and complex a character, challenged our admiration and gratitude in such fashion as no one but ourselves can know.

"And the way the American soldiers fought! Nothing could have been finer. Inspired by the holiest ideals, I may say transfigured, they entered upon their task with all the determination, all the fervor, all the spiritual purpose of the old-time Crusaders. They did work! France might have died. She would not have surrendered. But do not mistake me. I do not mean to minimize the importance of the American military aid, nor of the American Red Cross, nor the Salvation Army, nor any of the helpful agencies. There never has been in all the world's history so perfect a co-ordination of the holy purpose of the righteous-minded inhabitants of the earth.

"And now the war is won. The world is made safe for democracy, for life, liberty, and the pursuit of happiness, as Jefferson said in the American Declaration of Independence. And the future is before us. What has it in store?

"I am told that some of these gallant American soldiers, who lived in trenches, slept in dugouts and burrowed in the mud in devastated and war-torn France, when they crossed the Rhine and in an undevastated land found clean beds and baths, rather regret that they fought on the side of freedom and would rather have fought on the side of the murdering Germans. I do not believe it. I am sure there is no American soldier who does not recognise that France, the battlefield of the war, could not give him the comforts that Germany, undevastated, was able to. I do not and will not believe so meanly of a single one of the brilliant warriors who came from the States to our aid in the great struggle for civilisation against savagery. It is incredible. It is the tragedy of the war that devastated France could not give them the comforts that unbroken Germany could.

"I believe there is some criticism that there have been overcharges by the French for food and other things. Well, there are things to be said about that. First, for many years the Americans have been coming to Europe and with abundant means and great generosity have been spoiling our people. They have paid for everything with a bounteous hand. As a result, they have taught our people, who were willing pupils, that they were very rich and very, very generous. It was but human that our people should expect much from the Americans.

"It is only fair to say that in every case where the attention of the French Government has been brought to a case of extortion an earnest and, I think, effective, effort has been made to stop it. Compared with the United States France is a small country and limited in her resources. Necessarily she is provident, perhaps unpleasantly careful, I would say; not miserly nor certainly intentionally extortionate. But also you must know that all the time our own French people have paid the same prices for what they bought that our American friends have.

"Throughout the war our relations with the American army have been most cordial, and your treasury officials will assure you, I am sure, that there has always been a spirit of generosity on both sides. Any suggestion that we have asked payment for trenches or the burial places of your brave soldiers is atrocious. For all future ages the graves of American soldiers will be in the tender and sacred keeping of our grateful people.

"I have said that the war is won. It would perhaps be more accurate to say that there is a lull in the storm. At least it is as well to face squarely all of the possibilities.

"Recent disclosures have enabled us to look deeper into the purposes of the enemy than we could heretofore. It was not purely a dream of military domination on the part of Prussia. It was a definite, calculated conspiracy to extermipate France, as well industrially and commercially as in a military sense. In this effort the German bankers and manufacturers joined their General Staff. The exposures of Dr. Muhlon of the Krupp Works and of Kurt Eisner at the Berne Socialist Conference make this clear.

"And this fact explains many of the activities of the German army which we were not able to understand. We can now see why they stole the machinery from our factories, why they destroyed the coal mines of Lens, why there was all the wanton devastation of French territory, even when they were in retreat. It was thought to be a part of their tactics of military frightfulness. Instead, we can see now that it was a part of their deliberate commercial design.

"And in this phase of their war-making effort they have not been altogether unsuccessful. The industrial life of France has been so wrecked that its resuscitation is most difficult, while by reason of her military surrender Germany has been able to save her factories, intact and ready for immediate efficient operation. Industrially and commercially, as between France and Prussia, for the present the victory is with the Hun.

"And financially, by reason of the blockade, (the value of which as a military factor no one will question), the German war debt is almost wholly a debt to her own people, easily repudiated, while the debt of France is one which must be paid. Here again the war has proved something like a pyrrhic victory for France.

"The French fortune invested abroad before the war was large—some fifty or sixty billions (francs) of French stock. What has become of that fortune? The best that we can hope for is that payments on about two-thirds of it may be considered as simply deferred; that the immense sum accumulated by French thrift and loaned abroad will be collectible eventually.

"France has something like twenty billion francs invested in Russia, two-thirds of that sum in Russian Government securities and the remainder in industrial enterprises. The French people have other billions in Balkan and Turkish obligations. Then, just before the war, the disorders in Mexico deprived us of any revenue from about two and a half billions of francs invested there, and we are having the same experience with several other billions in South America, notably the immense French investments in railways.

"I mention some of these financial details to show how the French fortune has shrunk, so that our people can no longer derive a large income from abroad. The paying investments abroad are relatively inconsiderable compared to the debts that France has contracted abroad during the war, particularly in America and in England. The French Government has also loaned considerable sums to her small Allies, just as America has done with her associates.

"We look forward, therefore, to an immediate future in which we must regularly meet great interest charges in America and elsewhere abroad, to provide which we will have only the resources at home.

"If our national debts were due only to our own people the problem would not be so difficult, because we would not then have to consider the sending out of the country of great sums at disadvantageous rates of exchange. The money collected from the French people for interest on the national loans would be distributed among the French people, unequally perhaps, but nevertheless the interest payments would remain in the country, to be used partly for reconstruction and as capital for the development of our industrial life.

"Even as to the military triumphs over Germany there is a situation not altogether without disquieting features for France. It is quite true that the Allies have taken the German navy, and in large measure have disarmed the enemy. But there remains a chaotic yet fruitful Russia from which great help may be drawn by the Teutons.

"With the British army demobilised, the American army back home, and France isolated, there might be a danger of a reopening of the military debate by Germany which might embarrass us were it not for the assurance which President Wilson gave us in the Chamber of Deputies the other day that under the operation of the League of Nations, 'whenever France or any other free people is threatened the whole world will be ready to vindicate its liberty,' so that 'there never shall be any doubt or waiting or surmise.' This has given us great solace. And so we bid the departing American soldiers Godspeed and a happy return to their peaceful firesides.

"Of course, a Society of Nations in which America and France enter must be supported profoundly by the conviction of their peoples and by a determination of each nation entering into the agreemnt to be willing to renounce their traditional aloofness from other peoples and willing to employ the national strength outside their own country, both in time of peace as well as under the pressure of war.

"'We shall have problems, but France will face them, as she has done, with courage and with an abiding faith in the triumph of right and justice. As was said of Chevalier Bayard, so must it be said of France—she will continue 'sans peur et sans reproche.'

"All of our plans are based upon the splendid platform laid down by President Wilson. In perfect harmony with the principles which he has enunciated, we are striving for higher and holier idealism in the conduct of the affairs of the world. Divested of all mercenary aspirations, we join heartily and unreservedly in the effort to make a better world and one of simple justice to all mankind.'"

COLDS AND INFLUENZA

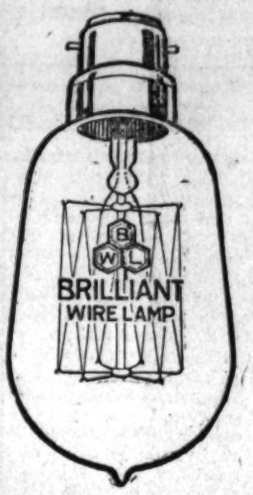
The Way to Avoid Them

Some persons have been known to fall into icy water, and never experience the slightest ailment afterwards. Others travelling in a crowded train or sitting at home in a draught, are laid up with a heavy cold, or worse still, fall victims to influenza.

The difference is all in the bodily condition at the time. When a person is strong, healthy, able to enjoy a brisk cold day, chills and infections are set at defiance. But when the system is below par, run down, bloodless and nervous, the germs of influenza are quick to seize their opportunity. Go to bed at the first feverish sign of influenza, eat little or nothing and call in the doctor. Remember that when the fever has gone a long period follows during which the system remains low and depressed; there is a great difficulty in regaining strength, and the victim is usually unfit for a normal amount of work.

The way to avoid colds, influenza, and all other infections is to keep the health up to the mark, the nerves steady, the digestion in good working order, the veins full of good, red blood. Because they make good rich blood, and so help the body to resist attacks of colds and influenza, thousands have praised Dr. Williams' pink pills for pale people.

For the same reason they are even more valuable in restoring strength and fitness for work after the system has been weakened by such attacks. If you want to be well lose no time; buy Mr. Williams' pink pills from any local dealer today, or send $1.50 for a bottle, $8.00 for 6 bottles, to The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.



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CARD OF THANKS

MR. L. CATTAPAN wishes to express his heartfelt thanks for the many tokens of sympathy and beautiful flowers sent during his sad bereavement. 21751.

Today's Church Services

Holy Trinity Cathedral.—Third Sunday in Lent. 8 a.m., Holy Communion (but not at Bubbling Well Chapel). 9:30 a.m., Children's Service. 10.30 a.m., Naval Church Parade; Hymns 160, 165, 290, 297. Preacher: Rev. G. H. B. Southern, M.A., R.N. 6 p.m., Evensong; Walmisley in D.; Hymns 254, 279, 25; Preacher: The Dean. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church Broadway.—10:30 a.m., Mattins; Preacher: Rev. C. F. McRae. 6 p.m., Evensong; Preacher: Rev. R. B. Porter.

Union Church.—Sunday, March 23. 11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "Spring sermon"; Chants 88 and 89; Anthem, "O Lord, we beseech Thee" (Shaw); Hymns, 42, 744, 705. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject; Series on immemorial perils of the Christian life. "II Mysticism." Chant 90; Hymns, 69, 362, 4.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. M. H. Throop, M.A.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning 11 a.m., by Rev. Milton T. Stauffer, M.A., B.D. Evening 6 p.m., by Dr. F. Howard Taylor.

American Song Service.—Palace Hotel, 5 p.m. Address by Mrs. F. Howard Taylor. Special music. The public is invited.

Sunday Service League.—Y.M.C.A. Hall, 120 Szechuen Road, 5 p.m. Address by Mr. Charles W. Harvey, general secretary of the National Committee, Y.M.C.A. "What is Christianity?" Special music.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Matter." Sunday School 10 a.m. Wednesday evening meeting 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

The Leadership Of The English Liberals

By One Of Them

(In The New Republic)

FOR months Liberals in England have been debating who is their leader. The question was put one day at a great Liberal club to a newcomer. "President Wilson," he replied, and the answer was hailed gaily as a neat way out of a growing difficulty. The result of the General Election has made the problem more acute. Mr. George is Prime Minister but he is not the leader of the party; he is the leader of a section, and it is not to be denied that his policy of setting up accredited Coalition candidates against Liberals in the constituencies has broken the official Liberal party, and even, in the opinion of some, has reduced it to the lamentable state of Humpty Dumpty. Mr. Asquith, titular leader of the party, has disappeared with all his train. As is said in journalistic jargon of a reporter who, sent on a special mission, loses all touch with his paper, they have "fallen down a well." The Liberal party has no leader. Nor does anyone know who he will be. There used to be a newspaper in England with a long Answer to Correspondents column which, its critics said, consisted of the three formulas "We do not know," "we cannot say," "consult an expert." But the experts also are ignorant. Some say that Mr. George, summoning the Liberals in the House of Commons as Mr. Asquith did after he was deposed from office (but not, by the way, when he himself broke the Liberal government and established a Coalition) will have himself elected leader of the party. But, if so, his opponents threaten a split in the constituencies and the formation of a formal opposition party—a result which Mr. George, with his slender Liberal following, outweighed by the great Tory majority, most certainly does not desire. Others suggest that everyone will be content to leave things as they are, and that Mr. Asquith will remain leader, or that a meeting of delegates from the local Liberal federations will be held to confirm him in the office. It is a prospect that leaves many Liberals cold. For the fact is that while they have grave doubts about Mr. George, which he may yet remove, they have lost confidence in Mr. Asquith. Not a little of the enthusiasm with which President Wilson has been greeted by Liberal England is due to the forlorn condition of a great political party seeking a leadership lofty in conception and courageous in execution.

The trouble about Mr. Asquith is that all men make excuses for him. He has been ill advised by his lieutenants, some say. But in politics, as in war, a leader inspires and imposes himself on his lieutenants; in so far as he is led astray he is by so much less a leader. Whatever his defects, say others, he is a "great parliamentarian." True, but Parliament has lost caste these recent days and workers in too many constituencies report that the name of Mr. Asquith is received with bleak indifference. He has unquestionably the gift of dignified and, as they say, of "massive" eloquence, and certainly he would never have perpetrated some of the speeches by which Mr. George has lately saddened his friends. But this gift of words is perilous. There was during the war a debate in the Chamber on the French transport system and one of the deputies declared with bitterness that if words would make wagons move, France would have the finest transport system in the world. Mr. Asquith has given us too many words; they may "dominate" the House of Commons but outside it men are tired of them. He has publicly exalted the virtue of patience. Pitt called patience the greatest of the statesman's virtues and Mr. Asquith has declared his agreement with Pitt. But what a man may pleasantly call patience in himself others may call hesitation, lack of initiative or even lethargy. That is what has happened with Mr. Asquith.

Today Ireland is again seething with discontent and the spirit of rebellion, and Liberals cannot forget—and ought not to forget—that but for Mr. Asquith the Irish question might have been settled. It is well known that when in 1916 Mr. Lloyd George made his effort at conciliation, Nationalist and Ulster leaders were for the first time in modern history brought to an accord. Then was the time for action, the master's hand, for the decisive stroke which public opinion would have gladly supported and which would have brought so happy a moral reinforcement to the side of England in the war. Was it patience or some less admirable quality that let the precious days drift by until the irreconcilables organised in Parliament, the press and the Ministry and the golden chance was lost? It is true that the situation, passing from bad to worse, was embittered beyond hope by Mr. George's own attempt, in 1918, to impose conscription on Ireland, but that does not attenuate, rather it deepens, the responsibility of Mr. Asquith. Again, many Liberals do not forget that it was Mr. Asquith who brought to nought the arrangement for state purchase which Mr. George had secured between all the parties to the liquor trade—an achievement almost beyond belief—when he used the intense pressure of war emergencies as a means of handling forces which in peace time would have been beyond control.

Mr. Asquith has great gifts both of mind and of speech, but as a war minister he had a task beyond his powers. Some who admit this say that nevertheless his gifts may fit him for leadership in time of peace. It is not so: the emergencies of peace that confront us are scarcely less urgent or the issues less momentous than those of war. In any case, why should we demand a lower standard in all the qualities of leadership for the normal process in which a people live and die than for the emergency of a few years of war? If the standard of government in war be the higher, we had better raise that of peace up to its level. Or is it only in killing, not in saving life, that efficiency is really fundamental?

But if not Mr. Asquith, who then? If Mr. George will allow us, if he will yet remain a Liberal, there is no one to compete with him. He is, as Mr. Bonar Law recently declared, the friend of the underdog. A son of Wales, he should be the champion of the small, weak peoples in all countries and empires, his own not excepted. He is active and enterprising, pertinacious and supple, especially the last. He makes his way to the end he has in view—sometimes a very necessary end—and we applaud, though we may not always like the means by which he gets there. He has vision and imagination, rare gifts in the politician, and he even "gets things done," which—most ironical of all!—is apparently an almost miraculous attribute among men who ought to be where they are largely because they possess it, but are usually there for some reason much less creditable.

But undeniably Mr. George has weaknesses. A champion of freedom

(Continued on Page 11)

The Draft In America: How It Worked

Provost General Crowder Makes His Final Report

ENOCH H. CROWDER, Provost Marshal General of the United States, who organised and subsequently directed the military draft machinery, has completed his task. He submitted to the Secretary of War a few days ago his completed report of the part which the Selective Draft played in the winning of the European war.

"On page 305 of that report," General Crowder said to the writer, "is my valedictory, so to speak."

He thereupon picked up the official copy of the report and read the part referred to. It is as follows:

"It is true that the raising of the army by the Selective Draft was a measure which touched every home, every shop, every factory, and every farm in the country; and, therefore, there was a natural and universal popular interest in the processes of the draft. Nevertheless, this popular interest might have been that of mere curiosity, or it might have been one of sullen distrust or resistant hostility. In fact, it was one of active sympathy and desire to help. The obvious fairness of the system; its direct relation to the raising of the army, and, therefore, to the winning of the war, and the opportunity for service which it presented to those who were not qualified to give direct help to the fighting forces in other ways—these features enabled the system to rely upon the voluntary assistance of thousands upon thousands of men and women who gladly 'did their bit' to help raise the army.

"As one surveys the ever widening circles of citizens who thus contributed in the work of the system, the boundaries become more indefinite between the various groups of persons who gave their help for a longer or shorter time, until finally the numbers become countless. The closing impression left upon the mind is one of profound gratitude and satisfaction—gratitude for the destiny which has given us an entire people united in hearty support of the war, and satisfaction in the revelation that a peaceful nation, ambitious only for its own prosperity and happiness, can none the less be relied upon in time of national danger to devote itself to the task of raising a defensive army.

"We are now," continues General Crowder in his report, "too close to the events of the war to assess them accurately. How great a part the American Selective Service played in the drama of the world war history alone can tell.

"That a new and untried scheme of selection could succeed at all was to many doubtful; that it should attain results beyond the fondest dreams of its most ardent supporters was unbelievable. To enroll for service 24,000,000 men, to mobilise a selected army of more than 2,800,000, a million of them in ninety days; to have presently available for military duty 2,000,000 additional men; to classify this vast man power in the order of its military and industrial importance so as to preserve the domestic and industrial life of the nation, to speed up war-time activities, to maintain them in a state of maximum efficient production, and to pave the way to a speedy return to normal peace time pursuits while recruiting the full fighting strength of the nation—these are results that would be instantly rejected impossible did not the actual facts stand as irrefutable testimonials to their accomplishment.

Absolutely No Friction

"That this vast labor should have been accomplished without friction and without the slightest manifestation of antagonism on the part of any disturbing elements is in itself a complete vindication of the loyalty of the American people. It moved with the smoothness of the perfectly adjusted machine. In contrast to the riots and bloodshed attendant upon the enrollment under the civil war Draft Act the cheerful and eager submission of the nation to the assumption of its military obligation is a glorious monument to the unselfish spontaneity of its patriotism.

"The classification of the 24,000,000 registrants proceeded rapidly. By November 1, 1918, this labor had been substantially completed, and the boards took up the work classifying the eighteen-year-old men and those above 36 years. Their labors were completed before December 10, 1918, when the records of the boards were sealed and their activities ended."

General Crowder has no patience with the volunteer system for raising an army. After a reference to the fact that volunteers were accepted by the army up to December 15, 1917, and by the Marine Corps and the navy up to August, 1918, he says:

"Such recruiting played havoc with the orderly process of selection. During the period in which enlistments (volunteer) were permitted, 1,200,000 men were withdrawn from the available source of supply, upon which the selective service organisation relied. The volunteer plan took no heed of economic value; it received as readily the man indispensable to production as it did the industrially worthless. We were presented with the strange anomaly of a nation which had intrusted its man power to a selective organisation, at the very breath turning over the same resources to an indiscriminate withdrawal by the agencies of recruitment. The task of accounting became highly difficult; an equitable or efficient apportionment of man power between the military and industrial realms was impossible. Recruitment disturbed every phase of the scientific administration of our task and impaired the efficiency of the whole organisation.

"These facts were readily cognisable by the Summer of 1918, and all recruitment was discontinued. The act of August 31 last relegated the navy and Marine Corps to selective drafts in securing additional man power, and for the remainder of the war every branch of our fighting force was supplied through the selective service organisation.

"It is not certain, however, that the country as a whole thoroughly understood the imperative necessity of eliminating indiscriminate volunteering. The desire for its continuance persisted to the last. Experience showed that such a course, if widely adopted, would prove unwise, as it would have led to uncertainty in mobilisation and to substitution, against which we could not guard too jealously, if the democratic ideals to which we had pinned our faith were to prevail to the end.

'Work Or Fight'

In a reference to his now famous "work or fight" regulations General Crowder states that the possibilities of those rules were as wide as the fields of labor itself.

"The 'work or fight' principle," he says, "had been only sparingly applied when the war ended, but it had already succeeded in cleaning out the idle class and the small group of occupations that were declared to be non-productive. The labor thus diverted turned, perforce, to the field of necessary or productive industry. The shipyards, for example, were materially aided by the augmentation of labor in them. We had only to extend the scope of the 'work or fight' regulations to produce their added effectiveness. As time went on, more and more occupations were to be catalogued as non-productive, and the evacuation of labor from them would have been initiated. The labor thus affected turns for re-employment naturally to the fields of highest wages, and since the highest wage scale is found in the purely war-time industries, the labor thus diverted turns almost as a unit to these very industries. Thus, at one stroke, would be accomplished the elimination of the non-producer and his transformation into the most effective producer.

"In time of war we have only to apply the 'work or fight' principle understandingly and sympathetically to attain any desired adjustment of the labor supply. When the war ended the War Department had under consideration the immediate extension of the 'work or fight' regulations. It was considered that the study of this problem and the execution of the future policy in respect of it were among the most important tasks remaining for the Selective Service organisation."

General Crowder points out that 118,541 men were ordered before the draft boards under the 'work or fight' regulations. Of these 54,313 immediately transferred their activities to the necessary industries, 13,777 were certified to district boards for final action, and 50,451 cases were awaiting decision when the war ended. These 118,541 men included 43,551 men employed in food or drink service, 9,745 doormen and door attendants, 8,950 employes in amusement industries, 8,556 domestic servants, 40,405 in clerical work; 7,334 were listed as "idle."

Aliens And The Draft

On the subject of aliens as it affected the draft, General Crowder said:

"The problem of the alien was fraught with many intricacies. It was in this field that were encountered not only the subtle efforts of the Imperial German Government to insinuate its intrigues into our armed forces, but also (and this was the larger and infinitely the more complicated side) the diplomatic situations arising out of relations with our Allies and the neutral nations.

"Truly were we the melting pot of the world; and the cosmopolitan composition of our population was never more strikingly disclosed than by the recent events of the world war. Then the melting pot stood in the fierce fires of the national emergency; and its contents, heated in the flames, either fused into the compact mass or floated off as dross.

"The great and inspiring revelation here has been that men of foreign and of native origin alike responded to the call to arms with a patriotic devotion that confounded the cynical plans of our arch-enemy and surpassed our own higher expectations. No man can peruse the muster roll of one of our camps, or the casualty list from a battlefield in France, without realising that America has fulfilled one of its highest missions in breeding a spirit of common loyalty among all those who have shared the blessings of life on its free soil. No need to speculate how it has come about; the great fact is demonstrated that America makes Americans.

"In the diary of a German officer, found on the battlefield, the following sentence, penned by one of the enemy whom these men went out to fight, speaks volumes: 'Only a few of the troops are of pure American origin; the majority are of German, Dutch, and Italian parentage. But these semi-Americans—almost all of whom were born in America and never have been in Europe—fully feel themselves to be trueborn sons of their country.'

"On the other hand, not the least valuable of the lessons of the draft is its disclosure that today there are certain portions of our population which either will not or cannot unite in ideals with the rest. We have welcomed to our shores many who should be forever denied the right of American citizenship.

"The operation of the draft in respect to aliens is a great object lesson for the American people. While many declarant aliens completed their citizenship after they had been inducted into the service, and fought loyally under the Stars and Stripes, yet many others refused to do so and were discharged under the order of April 11, 1918.

Furthermore, thousands of non-declarant aliens claimed and received exemption; and thousands of others who had failed to claim exemption sought and obtained their discharge from the service after they had been duly inducted. Many of these friendly and neutral aliens, who refused to aid their adopted country in time of need, had made the United States their home for many years, had acquired a comfortable livelihood, and had enjoyed to the fullest extent the benefits and protection of our country. But while million of American boys gladly left their homes, and all that home means, to fight for high ideals and the preservation of all that is near and dear to a patriot, these men deliberately refused to make the sacrifice."

In a reference to the loyalty of the aliens who fought in the American army, General Crowder recities the instance of a certain camp which included, in October, 1918, 1,589 alien soldiers. These men were given an opportunity to secure release on alienage grounds. The number that asked for discharge was 289, and of these 139 were enemy

(Continued on Page 11)

Personnel Of Draft Organisation

Governors	54
Adjutant Generals	54
Assistant Adjutant Generals	49
Medical aids	49
District board members	1,039
Industrial advisers	411
Local board members	14,416
Government appeal agents	4,679
Examining physicians	12,039
Legal advisory members	10,915
Associate legal advisers	108,367
Medical advisers	9,577
Board of Instruction members	16,055
Clerks	14,999
Total	192,688

Total Registration In U. S. By Ages

Age.	Number.
18	939,875
19	761,007
20	757,791
21	958,739
22	1,018,407
23	978,975
24	1,010,287
25	997,544
26	967,576
27	956,404
28	960,460
29	974,555
30	948,857
31	1,043,492
32	499,902
33	927,968
34	920,355
35	804,778
36	813,581
37	823,150
38	836,280
39	724,416
40	688,918
41	648,599
42	693,657
43	654,915
44	624,129
45	688,002
Age unknown	284,867
Total	23,908,576

Causes Of Rejection For Service In Last Ten Months Of The War

Cause	Number
Alcohol and drugs	2,007
Bones and joints	57,744
Developmental defects	39,166
Digestive system	2,476
Ears	20,465
Eyes	49,801
Flat feet	18,087
Venereal	6,235
Genito-urinary (von venereal)	6,309
Heart and blood vessels	61,142
Hernia	28,268
Mental deficiency	24,514
Nervous and mental disorders	23,728
Respiratory	48,356
Skin diseases	12,519
Teeth	14,793
Thyroid	8,215
Tuberculosis	4,136
Other defects	14,314
Causes not stated	25,419
Total	367,694

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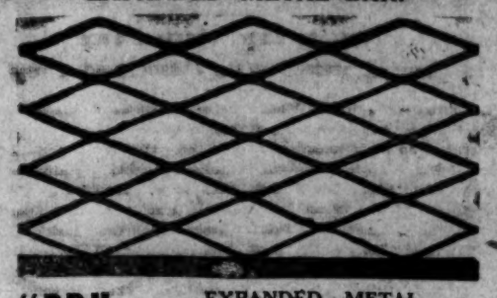

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ESTIMATES—FREE

OVER HERE! By Callahan

SOME OF MOM'S OL PALS DROP IN FOR A VISIT.
YOU HAVE A LOVELY PLACE
THE ROOMS ARE JUST THE RIGHT SIZE.
SALVE
COME ON GIRLS, I'LL SHOW YOU THE UPSTAIRS PART
GIRLS?
IF THE HOUSE ISN'T JUST RIGHT MOM WILL BLAME YOUNG NUISANCE. KIDS ARE SUCH A BOTHER
GEE: WAIT TILL THEY SEE THE WEEKS WASH IN THE BATH TUB.
I KNOW I FORGOT TO CLEAN MY ROOM.
CALAMITY JANE.
I DON'T CARE IF THEY LIKE THE HOUSE OR NOT IT SUITS ME.
ENOUGH SAID
GRANDPOP STAYED UP AS LATE AS NINE P.M. LAST NIGHT PLAYING SOLITAIRE. HIS ROOM IS A SIGHT.
POPS ROOM IS CARPETED WITH ASHES AND MATCH STICKS.
OH MOM THERE'S SOME SWEEPINGS UNDER THE COUCH.
AIN'T HE A NICE BIRD TO HAVE AROUND THE HOUSE?
ALL THEY'LL SEE IN HATTIES ROOM IS HATS.
THE SWEET COOKIES HOPE THE SIGHT SEEING PARTY DON'T LIKE THE PARLOR - THEY MIGHT STAY AND SPOIL HOW AND "DEARIE'S" WHOLE EVENING.
THAT'S EXCITING
LOVE IS AN AWFUL THING
HE NEVER BOUGHT THAT COAT.
WHEN A MAN BLOWS IN ALL HIS MONEY, STUPE HE SHOULD BE AS CLEAN AS A WHISTLE.
"COMEDIAN"
YOU'RE CLEAN OFF YOUR NUT.
DON'T EXPECT A NEW BROOM TO SWEEP CLEAN, WITHOUT THE ASSISTANCE OF MUCH ELBOW GREASE.
HOW NEAT IS A PIN?
FROM BILLY WALSH BALTYM
OL' JOHN DON'T

Love, Home and Table Topics By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the Leisure Hour

Musical Matters

By R. B. Hurry Mus. Bac.

The appearance of Messrs. Mirovitch, Piastro and Paci with an orchestra of fifty is certainly an event in Shanghai. It is also an indication of the increased difficulty artists are finding in attracting the public.

The two first players are well known and popular here while Mr. Paci is a fine pianist. For several years, and up to a year ago recitals by the first two secured good houses. Since then there have been so many concert givers that the ordinary recital is no longer well enough attended to be a paying proposition. In some cases good houses have been worked up by musical people helping by selling tickets to their friends. On the other hand first rate programs have been given to audiences that could scarcely have repaid the players for theater hire, while several must have shown a balance on the wrong side.

* * *

The fact is that the public for concerts at present prices is not a large one in Shanghai. If it were possible to have a good concert hall that would admit of a charge being made of one dollar, the concert-going public would be much enlarged. In London one can hear a fine orchestra or a first-class string quartet for a shilling or eighteen pence. The bulk of those really interested in fine music in European capitals consists of those who could not possibly pay the equivalent of $2, $3, or $5.

The rise in exchange inevitably reminds people here that an evening's music for two will cost (as far as English people are concerned) £1. With concerts sometimes three in a week, music becomes an expensive luxury. Evn a keen music-lover is inclined to take his Sunday attendance at the Town Hall, with the band and Moscow Trio, as his weekly allowance of serious music.

One cannot say how long a return to normal times may be delayed. At present things muddle along. Quite recently there was a newspaper announcement of two concerts of chamber music, and that was the last we heard. Neither of the concerts took place. In the case of one pianist, there were posters and advertisements for a fortnight announcing name, place and date; but on the morning of the concert no program was obtainable either from newspapers or at the place of booking.

There are perhaps three pianists in the world who could rely on their names only to attract a house; their names are household words. Even they would have a program which could be had at the booking office. With things as they are in Shanghai a procedure of this sort is inviting failure. A little more care in advertisement would certainly not make things worse. To take the present announcement of concertos with orchestra. The nature of the concert would seem to be such as is meant to attract musical people. Why then cannot we have the names (or keys) of the concertos of (Mozart and Beethoven? The caliber of the five Beethoven concertos ranges from opus 15 to opus 73, and it costs no more to tell us which is the one to be played. Neither should it be beneath the notice of the concert director to see this sort of thing put right:

Concerto (Beethoven) with orchestra will be played by M. Pianos—A. Mirovitch and M.

The only thing fairly certain is that it is not the violin concerto that will be played. Is it a double concerto?

* * *

After all this complaint let me say that the reappearance of these artists will be most welcome, and that the Suite for two pianos of Rachmaninoff played by such fine pianists as Messrs. Mirovitch and Paci is a prospect to delight all those whose tastes lie in the direction of novel harmonic effects. The fascination of the "Moscow bells," the suggestion of their wild clanging is not easily forgotten. The work was played two or three years ago by Mr. Mirovitch and Mrs. Cockrane. The Grieg concerto also is modern. It has been played before with the Town Band and last Sunday Mr. Chemelnitzki of the Moscow trio played the first movement. The band was so poor in accuracy of intonation and rhythm on this occasion as to negative the really splendid efforts of the pianist. A performance with good orchestral playing is to be hoped for. Modern concertos do not bear indifferent playing any better than the classics.

* * *

Two performances of choral works at least are awaiting the adjustments of difficulties which in ordinary times would not exist, and it looks as if Shanghai has just now a fare of solid music before it which is as much as it will manage. A surfeit by the audiences spells for the concert givers something of rather an opposite nature; if not a poorly filled stomach, an uncomfortably reduced purse.

It goes sadly against the grain to suggest that less music will have to be offered, but it is hard to see any other remedy at the moment. In local affairs the promoters of choral and operatic works seem either to wish to absorb each other's working material or to elbow each other into enforced inactivity. Nothing else could be the result of a recent appeal for a chorus of three hundred to meet and rehearse weekly. The available singing material is not to be had, and canvassing members from one organisation to another, unless done by mutual understanding, cannot promote smooth relations between those concerned.

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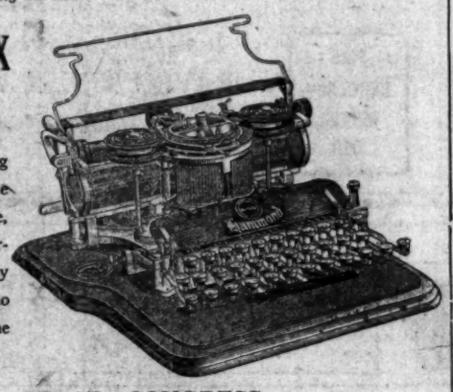

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The Draft In America: How It Worked

subjects. Only twenty-four men who were of co-belligerent nationality asked for discharge. Of the neutral subjects and citizens 42 percent requested release from service.

As to desertions, General Crowder states that the total number of men reported to the authorities as deserters was 474,861, but that subsequently 111,839 were cleared of that serious charge. More than one-third of the deserters were non-citizens of the United States. Of the total number reported, 3.86 percent were white and 9.81 percent colored registrants. The alien deserters numbered 185,081.

"The end of the war leads," General Crowder concludes, "one necessarily to a contemplation of the possible changes that may be brought about in our national life by the application, after the war, of the principles evolved in the operation of the selective service during the emergency. The feasibility of many theories, widely divergent from the pre-war conception of things, has been demonstrated. How far these principles should be projected after the war is a matter of vital national importance. . . . .

"The machinery for enrollment has been once established, and there is no reason to suppose that it cannot be reconstituted.

"The taking of the decennial census has heretofore always proceeded upon the idea that no satisfactory results could be attained unless the desired information was sought out piecemeal and compiled. The possibility of having every man, woman, and child report at a given place on a given day for enrollment and submitting to examination as to domestic and industrial status was considered remote, if, indeed, it was considered at all. The administration of the selective service has demonstrated not only the practicability of such a scheme, but the superiority of it in speed, accuracy, and completeness. What under the present census method is a matter of months becomes under the selective procedure a matter of days. The machinery for the taking of the census by registration is established. To apply the selective plan to the census would not be an experiment, but the extending of the application of a principle already established."

'Faith Completely Justified'

General Crowder's farewell to the more than 192,000 men and women who aided him to make the draft the great success it was is as follows:

"I would be remiss in the performance of a public duty did I not, at this point, accord the credit which is so richly due to the war Governors and their several State Headquarters, the 155 district boards, the 4,648 local boards, the 1,319 medical advisory boards, the 3,646 legal advisory boards, as well as their auxiliary agencies of Government appeal agents, examining physicians, boards of instruction, and other civilian and enlisted assistants, upon whom has fallen the great strain of the task that has been accomplished. No labor has been so onerous and no demand so exacting but that it has been performed with a zeal and despatch that are unparalleled in the history of free peoples. Without adequate compensation, often at great financial sacrifice, the members of the local administrative organisations have bent themselves to their tasks with a devotion that spells the imperishability of our democratic institutions.

"I am certain that no great national undertaking was ever begun which depended so utterly upon faith in a people for its execution; and undoubtedly no faith has ever been more completely justified and no confidence more abundantly rewarded."

The tables which are presented with this story were compiled from the statistics of the Provost Marshal General's office. The statistics were compiled under the direction of Colonel John H. Wigmore of the Judge Advocate General's Department, chief statisician of the Selective Service Organisation.

The Leadership Of The English Liberals

(Continued from Page 10)

in the abstract, he has personally the temperament of a dictator. He was qubted once as having longed in private conversation for a few months of Napoleon's power. The benevolent autocrat does not sort well with Liberalism. Mr. George is impulsive, impatient of opposition. For all his accessibility to other points of view, his conciliatory bearing in private negotiations, his wonderful skill in tactical maneuver, his tendency is too often towards the short cut and the strong hand; it was inevitable that such a temperament, restless and masterful, should come into violent conflict with the easy placidities of Mr. Asquith. But there are dangers. Which side of Mr. George's character will come uppermost if the storms break which threaten the immediate future? There is Ireland, for instance, and the underworld of labor? Will it be conciliation or the jackboot, the methods of Liberalism or Tory coercion?

Other things rouse suspicion. A good Liberal cares little about place and power but much about his principles, and on some points we do not quite know where we stand with Mr. George. He tells us that the war has altered things, that we must keep an open mind and so forth. An open mind is an excellent thing, but it is impossible not to observe that apparently it is only the Liberals who are to have it, and that in practice it means an approximation towards the principles of the Tory party who on their side stand pat with minds hermetically sealed. We cannot but remember their old appeals to Liberals in the days before the Flood to put foreign policy and the army and navy "beyond party," by which was simply meant that the policy of the Tory party should be accepted by Liberals on a "non-party" basis. Again—for irritation will out!—Mr. George has his ear too closely to the ground. He began the recent election campaign as a Premier and ended as a demagogue. From high aspirations in international and domestic policy he came to the level of the "stunt" press. But he forgot that the motives which impel the sensational press are very different from those which should actuate a Prime Minister. The "stunt" press does not propound a policy; it only offers a distraction. It knows the psychology of the mob, its need for relief from the monotony of life and, as the medical men say, for an alterative; it imitates the "movies" with their rapidity and variety of fare. But what a Premier says becomes a policy, and Liberals do not like an electioneering policy lifted from the "stunt" press and appealing to the least worthy motives that actuate a people at such times.

Mr. George, we hope, will put these things behind him and revert to the high plane on which he first made his appeal to Liberal principles. He has done much and much may be forgiven him. If he can lead the Tory party along the ways of Liberalism we shall rejoice. If they frustrate a Liberal policy and if, as he has already threatened, by way of a plain hint to them, he comes back to the people, there are many Liberals who will hail his leadership. There are, indeed, not a few of us who secretly hope that the Old Guard of the Tories will keep their minds so tightly closed that Mr. George will break with them and that the Liberal party may yet be able with united ranks to fall in behind its brilliant and wayward leader, who is incomparably the greatest political force, for good and for evil, in the England of today.

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IF THE WAR HAD LASTED UNTIL SPRING

The Official Figures On America's War Preparations As They Would Have Been By April 1, 1919

By Frank Parker Stockbridge
(In World's Work)

When the armistice was signed and the war came to an end on November 11, 1918, the United States was in the midst of the most comprehensive and elaborate program of military preparations ever undertaken by any nation. The cessation of hostilities occurred just at the time when this country may fairly be said to have struck its gait in its war preparations. Nobody had expected such an early and complete collapse of the enemy's military machine; nobody, that is, who was willing publicly to admit entertaining such an expectation, although every student of German psychology must have cherished in secret the belief that the full realisation of America's whole-hearted entry into the war would inevitably react upon the characteristic German "yellow streak" and evoke the cry of "kamerad!" from the entire nation.

All of our military plans, however, were focussed upon the Spring campaign of 1919. By the early Summer of this year, our Government expected to put into the field against Germany such a mass of well-trained, fully equipped soldiers, supported by such an overwhelming supply of guns, ammunition, gas, and aircraft as to insure swift and decisive victory. Whether we should have these preparations earlier, before we had actually become a party to the war, or whether, for that matter, we should have entered the war sooner than we did, are questions which I do not here purpose to discuss. Neither is it my purpose to magnify America's part in the war after we did get in, nor to extol any particular individuals or agencies participating therein.

So far as it may be done in the space of a single article, I shall try to show, by a simple presentation of concrete facts and figures, exactly how far we had gone in our war preparations when the armistice was signed, and to indicate, by the same method, what our contribution to the expected Summer campaign of 1919 would have been, had the war not suddenly ended and if the program then under way had been carried out at the rate at which it was actually proceeding. In other words, I shall try to present a cross-section of America's war preparations as of November 11, 1918, and to "plot the curve" as an engineer would express it, that will show, by projection, the point which these preparations might fairly have been expected to reach by this Spring.

For the facts and figures used herein, I have gone to the only possible sources of accurate information, the confidential reports made to the Secretary of War from week to week, which show in detail the exact status on given dates of every stage and phase of military activity and preparations, down to the smallest item, whether it be shoe-laces or chewing gum. Many of these facts have been published; some of them have been challenged. Without expressing any opinion on the reliability of any statements that have appeared in print, from whatever source emanating, I have been at pains to exclude from consideration all statements and presentations that have been especially prepared for publication, and have limited this survey to the official data upon which all the activities of the Government itself were predicated. To question these figures would be to believe that the Secretary of War had been for a year and a half the victim of a conspiracy to deceive, involving the honor and integrity of countless officers of the army and of thousands of civilians in high places. My only reason for emphasising the conditions under which the basic data used herein were obtained is the desire to remove in advance all suspicion that this article is in any way "inspired" or that there has been any motive in its preparation other than that of giving the people of the United States as clear and comprehensive a picture as I am able to draw of what we were actually preparing to do in the war and how far we had got with those preparations when it became no longer necessary to go on with them.

On April 6, 1917, the day when we declared ourselves belligerents, our military resources were so largely undeveloped that it seemed absurd to believe that this country could prepare itself to take any important part in land operations under three or four years. Indeed, it may not be amiss here to recall the feeling, amounting even in some official quarters to the conviction, that America's share in the war would be chiefly confined to feeding and financing the Allies, making their munitions and furnishing a naval patrol for the North Atlantic sea-lanes. The visit of Marshal Joffre and his appeal for men changed all this; it was not until then that the country fully awoke to the necessity of creating, equipping, arming, and placing in the field a tremendous army in the shortest possible space of time. We began then with what amounted to a blank sheet of paper, upon which we could write either success or failure.

From the beginning there was a double handicap to be overcome. Many parts of the program had to be delayed in their inception until exact information could be obtained as to what was required, what precise items would be needed to meet the new and strange conditions of warfare. And these conditions have been constantly changing; the demands from overseas increased and shifted continuously up to the very moment of the armistice. The army's difficulties were multiplied, moreover, by the fact that under the scheme adopted from the beginning it was, to use military parlance, merely our fourth line of defense. America's first military duty was to supply the needs of our Allies; nothing could be done that would interfere with the constant flow of munitions from America to England, France, and Italy; of all priorities, the raw materials that went into the things we were making for Allied use, and the finished products themselves, came first. Then came the navy, our second line of defense; its needs must be fully met, its supplies and materials produced and transported as soon as those for the Allies were taken care of. And since all other war preparations were useless without ships, the shipbuilding program had full priority over the army program. This was the defined and accepted rule under which our Government operated from the beginning. In the light of these little-understood conditions, the record of what was actually accomplished takes on an added interest.

The simplest and easiest task of all was the increase of the personnel of the army from 190,000 officers and men on April 6, 1917, to 3,734,420 actually in service on the day the armistice was signed. This figure includes, however, 27,288 marines; the actual strength of the army proper was 3,707,132 officers and men. Of these, 2,002,175 had been sent overseas and another 94,248 were on ships, en route to Europe, when hostilities ceased. It was not until June 5, 1917, nearly two months after the United States had entered the war, that the first men were registered under the Selective Draft Act; it was September before the first of these were inducted into service. There were more than a million and a quarter of these men in the A.E.F., trained, armed, equipped, and sent overseas in the space of fourteen months. Shipments overseas were proceeding at the rate of more than 250,000 a month. Barring some completely unforeseeable catastrophe, the total strength of the army by June 30, 1919, would have reached 4,850,000 officers and men, of whom 3,360,000 would have been with the American Expeditionary Forces.

To attempt to summarise in a paragraph the development and progress of our huge shipbuilding program is, perhaps, giving rather cavalier treatment to what was in reality one of the most wonderful and important achievements of the whole war emergency, the creation out of almost nothing of a merchant marine camparable to that of Great Britain. When the United States entered the war there were but sixty-one shipyards in the United States, of which only thirty-seven were equipped to build steel ships; when the armistice was signed there were 198 yards, of which sixty-eight were building steel ships for the Government on 398 ways, as compared with 142 available ways in 1917. Gigantic new shipyards owned by the Government were built, five of them for steel and seven for concrete ships; from these and privately owned yards 496 new ships with an aggregate deadweight tonnage of 2,828,781 had been added to our merchant fleet; 392 of these were of steel. There had been launched 285 more ships and the keels had been laid for 743 more. What with the German and Austrian ships seized and other foreign-owned and American ships chartered, there were by September 1, 1918, under the control of the Government 1,656 vessels with a total deadweight tonnage of 7,219,823; with new ships being delivered at a rate rapidly climbing above 400,000 tons a month there was justification for the assertion of the Secretary of war that before the end of this Summer of 1919 we would have been able to return the ships the army had borrowed from Great Britain and repay the loan in kind. There were contracts outstanding for 1,475 more ships, aggregating 10,835,491 tons. And the turn-around of ships in transport and cargo service across the Atlantic was being speeded up; transports, even under the handicap of convoy, were making the round trip faster than the same ships ever made it with passengers in peace-time, averaging under thirty days, some American ships averaging twenty-five days and occasionally making the round trip in nineteen days. Cargo round trip were averaging seventy days when the war stopped, most of the time in American home ports, loading; the time great dockage system created by American army engineers in twelve French ports with berths for seventy ships, was functioning more precisely from day to day.

To place such an army in the field, clothe it and feed it is no small achievement; it is valueless, however, unless the army has an adequate supply of small arms and machine-guns, is backed up by artillery of many sizes, types, and calibers, has aircraft aplenty for all necessary observation purposes and for the protection of its observers against hostile attack and, in this war, all of these did not suffice; it was essential that we should not only be able to protect ourselves against German gas attacks but to give the enemy in that respect at least as good as he could send. What, then, were our available resources in these fighting tools when the armistice was signed, and what would they have been by Spring?

When the United States entered the war we had on hand about 600,000 Springfield rifles, model of 1903, the standard arm of the American doughboy and, as our army still believes, the best rifle ever made. These were manufactured exclusively in the Springfield and Rock Island Arsenals, having a combined production capacity of about 700 a day; this has been speeded up to more than 1,200 a day—but it takes half as many rifles as there are men to equip an army and it would take five years, at the highest rate reached in these plants, to arm the forces we had under arms on November 11. Fortunately, there were plants in operation that had been working for two years and more on rifles for the British and Russian governments, the Enfield rifle. Modified to use our regular ammunition and to resemble the Springfield in other details this rifle could be produced quickly and in large quantities. When the war ended we had on hand 2,105,000 of these new rifles, of which 987,000 were in France and 106,000 more on the way; we had also 825,000 Springfields, 513,000 of them in France. The number required to equip the forces we then had in the field was 1,626,000. Rifle production had exceeded the need by 80 percent, and we had outstanding orders for 794,000 more Springfields and 1,681,000 of the new arm, which was coming through at an average rate of 41,000 a week! By June we would have had nearly 5,000,000 rifles.

In the matter of rifles, as in the case of almost every other essential item of munitions, the United States was, at the signing of the armistice, producing at such a vastly faster rate than either France or Great Britain that our actual output already exceeded that of either of the chief

(Continued on Page 14)

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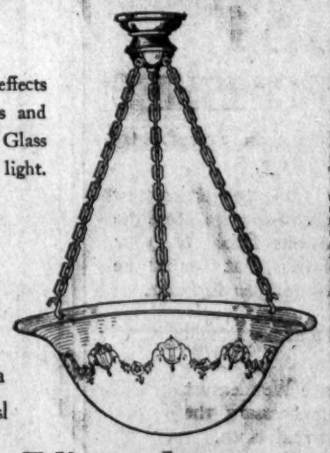

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IF THE WAR HAD LASTED UNTIL SPRING

(Continued from Page 12)

Allies; in some items we had attained greater production in eighteen months than these countries had reached in more than four years. While actual comparative statistics are not obtainable for all items, here are a few compiled by the Ordnance Department of the Inter-Allied Bureau of Statistics, as of November 11, 1918:

	United States
Rifles, total production	2,506,742
Machine-guns and machine rifles, total production	181,662
Rifle and machine-gun ammunition, rounds	2,879,148,000
Rifle and machine-gun ammunition, three months (July, Aug., Sept., 1918)	277,894,000
	Great Britain
Rifles, total production	1,971,764
Machine-guns and machine rifles, total production	181,404
Rifle and machine-gun ammunition, rounds	3,486,127,00
Rifle and machine-gun ammunition, three months (July, Aug., Sept., 1918)	259,769,000
	France
Rifles, total production	1,416,056
Machine-guns and machine rifles, total production	29,233
Rifle and machine-gun ammunition, rounds	2,983,675,000
Rifle and machine-gun ammunition, three months (July, Aug., Sept., 1918)	139,845,00

Of course, Great Britain and France had produced immense numbers of rifles and machine-guns before the period represented in the foregoing table began; our ammunition production was proceeding at a rate of 55,000,000 rounds a week and would have reached a total of a thousand rounds per rifle, or approximately 4,500,000,000 rounds, by June. We had 429,000,000 rounds on hand in France when the armistice was signed and there were another 221,000,000 rounds on ships, en route to the A. E. F.

The machine-guns and machine rifles referred to in the foregoing table are the heavy and light Browning guns. Of the former, we had made 50,000, shipped 16,000 of these to France, and had on hand nearly three times as many as the requirements of two full armies, with 97,000 more on order and deliveries coming through at the rate of 3,000 a week. There were 54,000 light Browning rifles on hand when the war ended, 22,000 of them with Pershing's men, 90 percent of all requirements for two armies; 210,000 more of these were on order and they were also coming through at 3,000 a week and speeding up. And this production is the more remarkable when it is remembered that it was a development of substantially only a year from the blue-prints of an entirely new weapon; rifle production could be begun at high speed, for the plants and tools were ready, needing but slight alteration; the Browning gun was new from the ground up in late 1917.

As with machine-guns, so with artillery; we had no plants available for the manuafcture of mobile field artillery when we entered the war, and there were needed sizes and types of guns that we had never made in America. The only two gun manufacturers in the United States, the Bethlehem and Midvale Steel companies, were running to capacity on orders for the Allies, and, as I pointed out in the beginning, the Allies were our first line of defense and nothing was allowed to interfere with their supplies of munitions from America. There was nothing for our army to do but to find manufacturers who could and would undertake to learn the difficult art of gunmaking, then build plants and equip them and go at it. We had to learn how to make gun forgings; we learned it so well that we were shipping 1,000 gun forgings a month to the French ordnance plants before the armistice was signed! In the beginning we adopted the French calibers and types of gun, for vital military reasons: this involved teaching literally thousands of American factories to use the metric system instead of the old-fashioned duodecimal measurements, to work to thousandths of an inch instead of sixteenths. Perhaps the best illustration of the progress we made is the fact that, whereas our army in France used guns made for us in French arsenals, before the end of the war we were selling guns made in our new plants to the French! Such items as the investment of more than $300,000,000 in machine tools for ordnance manufacture indicate the vastness of the program; some machinery ordered at the beginning of the war had not been delivered when the armistice was signed. The army's needs could be met only after those of the Allies, of the navy, and of the Shipping Board had been cared for.

There is no space here to go into details, interesting as these are, of the almost superhuman efforts of American manufacturers that resulted in the establishment of a completely new industry—rather, a score of new industries—and the beginning of quantity production of articles requiring such precision of detail and absolute uniformity as modern artillery, in not much more than a year's time. In the September, 1918, issue of World's Works, I described the difficulties that had to be overcome in getting the plant and tools ready for the manufacture of but one item of our artillery program, the recuperators, or recoil mechanisms, of the 155-millimeter guns and howitzers. Multiply what the Dodge Brothers did in that instance by hundreds and you will have an approximate idea of what the whole program involved. Incidentally, the best record we had made in artillery production up to the signing of the armistice was in these 155-millimeter howitzers, weapons which we had never made in America until after we had been in the war for many months; and of which, we had produced 58 percent above our own requirements besides selling 275 to the French Government, which had ordered several hundred more from us. And while our stock on hand of these and of 75's included a considerable quantity of both sizes purchased from the French, production was going forward at a rate that would have provided our forces in France for the summer campaign of 1919 with all the artillery necessary to back up the largest force of infantry we could have put into the field against the Germans.

While in the case of guns we were able not only to purchase from the surplus stocks of France and Great Britain in our early war activities but to take over some of the manufacturing facilities in this country originally employed on artillery production for those two nations, after their needs in guns had been supplied, there was never a time up to the signing of the armistice when the Allies were not dependent upon the United States for a considerable percentage of their shells and powder. Our ammunition production, therefore, even more than our gun production, had to be developed as a new industry in such a way as not to disturb the steady flow of ammunition to the Allies. There are stories as fascinating and romantic as anything ever written by the novelists in the resourcefulness and ingenuity displayed in achieving this end, stories there is no room here to tell. How we developed a semi-steel that could be made from high-phosphorous iron when other iron ore reserves had been fully allotted; how stove manufacturers undertook the impossible task of casting trench mortar shell from gray iron to micrometer dimensions and got away with it; these and hundreds of similar tales of American inventiveness and adaptability remain to be told in the years to come. But we did get ammunition into production, in huge and increasing volume. In previous articles in World's Work I have told how our Government undertook to meet the terrific demand for fixed nitrogen, the basis of all high explosives and gunpowder, by the erection of huge plants for the extraction of nitrogen from the air, the stimulation of ammonia and tolulo production from gas works and coke ovens and by multiplying the imports of Chile nitrates. Here, again, we had to take care not to interfere with the supplies of the Allies, who had been obtaining a material proportion of their explosives from America from the time Germany began the war, in 1914. They were still dependent upon this country when hostilities ceased. Only a short time before the signing of the armistice a general order to the British army specifically directed that all barrage fire should be with American nitro-cellulose powder, because its uniform consistency made accurate barrage firing possible with the least danger to the men behind the barrage through shells falling short.

Our new nitrate plants had not begun to deliver their products when the war came to an end. Through the extension of existing plants and the adoption of ammonium nitrate in addition to TNT for the filling of high explosive shells there was at all times an adequate supply of powder and high explosives for our guns and shells, as fast as they could be produced. Smokeless powder was being delivered at the rate of 4,800,000 pounds a week; high explosives at 6,900,000 pounds a week; basing our requirements on the need of two armies (48 divisions) for six months, with a 25 percent reserve, our stock of 165,000,000 pounds of powder on hand December 1, was up to 72 percent of the maximum need, and the 209,000,000 pounds of high explosives filled 96 percent of the need, similarly calculated.

I wish I could stop to tell even a fractional percentage of the wonder-stories that would illuminate these somewhat bald statistics and with which the records of our war achievements fairly teem; particularly would it be of enthralling interest to follow the research and development work of the Division of Chemical Warfare, which was charged with the double duty of providing protection for our troops against the deadly gases buried by the Germans, and of providing offensive gases even deadlier and means of hurling them against the Hun. We had devised a gas mask that was superior in every essential respect to any that the Allies had produced and had made in the Government's own plant 3,258,467 of them, besides another matter of 1,829,123 manufactured under contract; we had developed and were beginning to put into production a still better mask, improved from the latest French type, and had delivered more than a quarter of a million of these and were getting them out at better than 40,000 a week. And on the gas offensive side, it is no exaggeration to say that, had the war gone on to a Spring campaign, the United States would have been able literally to smother the German army. Not only had we developed methods of making, in vastly greater quantities than any one else could produce them, all the varieties of gas that had been used since the Germans introduced this weapon in 1915, but there had been devised a new gas, so much more powerful than the deadly "mustard" gas that it was estimated a shell charged with it would kill or incapacitate seventy-two times as many men in a given area as a similar charge of mustard gas! How deadly that is, is illustrated by the story told of an officer in one of the Government gas plants who sat in a chair, on the back of which another officer had inadvertently rested his hand for a moment before removing the gloves he had worn in the gas plant; within 24 hours the man who sat in the chair was dead from gas burns that affected his spinal cord. We had on hand when the war ended 419 tons of mustard gas, enough to load 419,000 shells, each capable of putting out of business every German caught within fifty yards of the place where it exploded; we had 654 tons of phosgene, 511 tons of chloropicrin, 660 tons of white phosphorus for incendiary bombs, 303 tons of stannic tetrachloride and 153 tons of titanium tetrachloride. No such concentration of deadly chemicals had ever been accomplished in all history; and of shells and projectors for carrying these gases into the German ranks the production was comparable, both in actual quantity and rate of production, with that of high-explosive shells.

It would be easily possible to expand the details of the tractor and motor truck program of the army into an article; I can deal here only with the net results achieved in the effort to make the A.E.F. by next summer practically independent of horse transportation. We had built, for instance, 2,010 ten-ton caterpillar tractors and 1,586 of fifteen tons, for hauling great guns; we had 15,000 more of these two sizes under way. We were just beginning production of the two-and-one-half ton and twenty-ton tractors, eighteen of the former and 139 of the latter having been delivered; the program called for 5,000 of the small ones and 1,000 more of the big ones. We had experimented successfully in the mounting of big guns—up to eight-inch calibers—on caterpillar mounts, and we had speeded the caterpillar up to several times its old snail's pace of four miles an hour. I raced across the Aberdeen Proving Ground recently with the Assistant Secretary of War, each riding in a caterpillar tractor that made better than 16 miles an hour over rough ground! Then we watched a tractor with an eight-inch gun mounted upon it plow its way through a forest, brushing down ten-inch trees as it went. But these were not yet in production, nor was the Ford baby tank that can carry two men and a machine-gun faster than any army ever moved and which was to have begun coming through at the rate of 2,500 a month by spring, nor the new 35-ton American tank propelled by a Liberty Motor. We had made something more than fifty Renault tanks on a French model, and had 6,000 in process.

Of trucks for carrying ammunition and supplies, we had under way a program that would have given us by summer 137,142 of the two-ten, three-ton, and five-ton trucks in addition to 57,607 already delivered; we had made 17,530 of the four-wheel-drive or "F.W.D." trucks and had nearly 50,000 more coming through, while we had 11,476 ambulances and 13,375 motor cars in service, which 29,421 motor cycles, and no practical limit to the possible production of these types.

I have purposely left until the last consideration of our progress in aviation, as it was disclosed when the sudden termination of the war made stock-taking necessary and possible. Hundreds of thousands of words have been written and more millions will be written in explanation of exactly what happened in the carrying out of America's airplane program. It all simmers down to this:

Germany at all times had better airplanes than the Allies, though the Allies in the last year of the war had better engines, of which the Liberty Motor was the best. It is doubtful whether Germany at any time had as many as 2,500 planes in service on the Western front; the Allies held control of the air through numerical superiority. We had to supply the spruce and other lumber and much other material for the British, French, and Italian airplane factories, as well as develop a new industry in America, since the plants that were equipped to make airplanes when we entered the war were all working on Allied orders, which could not be interfered with. America entered the war just at a time when it was beginning to be realised that what was needed more than anything else was higher-powered engines and high-speed pursuit planes to protect the planes engaged in the main business of the aerial forces, observation of the enemy's positions, and movements. In the assignment of duties among the nations engaged in fighting Germany it fell to America's lot to develop the high-power engine; France and Great Britain had ample factory capacity and experience for the production of high-speed pursuit planes quickly to meet each new advance on the part of the clever and resourceful enemy. We were to furnish all the raw material possible for these planes, and to provide our own training, observation, and bombing planes as rapidly as possible. So our Government placed orders with the French for $190,989,861 worth of planes, with the British for $35,000,000 worth and with the Italians for $11,500,000 worth, and so obtained an early supply of service planes while learning how to build machines for ourselves and developing a new engine. Out of 7,977 service planse ordered from the French there had been delivered, when the armistice was signed, 1,922; of 6,697 training planes we had received 2,258. And out of a program of 22,500 planes to be made in America we had completed 12,285, divided as follows:

Shipments of Complete Airplanes

Type	A.E.F.	Fields and Depots	Navy	Total
Training Planes	0	8,170	140	8,310
Service Planes	3,103	717	155	3,975
Grand Total	3,103	8,887	295	12,285

Our service planes, chiefly the De Haviland Four two-seated observation and bombing plane, were coming through at an average rate of production of 260 a week; we had about all the training planes we would need and had completely trained 1,447 pilots and 796 bombers and observers when the war ended. Here, again, one could write indefinitely of wonderful achievements in the face of fearful odds; the discovery of new methods of lumbering that produced 104,351,000 feet of airplane lumber in fourteen months, seasoned by a new process, 70,000,000 feet of it going overseas to our Allies; the invention of a new fabric for wing-covering to replace the unobtainable Irish linen and the production of nearly 8,000,000 yards of it; the development of a score of new industrial processes and methods and the training of thousands of workmen and women in entirely new industrial arts and crafts. So, too, the development of appliances for offense, defense and observation and the obtaining of the materials with which to make them, as well as their manufacture, would make an interesting chapter in the industrial history of the war. The single item of 14,905 negative lenses produced up to the signing of the armistice has behind it the story of the creation in America of an optical glass industry that once for all has set us free from the German Government subsidised lens-makers of Jena.

As for the Liberty Motor, its story is almost too well known to bear repetition here, even fragmentarily. Suffice it that when peace came we had built 15,131 of these 440-horse-power engines as well as 16,683 of other types; that we had under way a program calling for 51,100 Liberty Twelves and 3,000 Liberty Eights and the machines were coming through at a rate faster than 5,000 a month, with the reasonable certainly that before summer the production would be 10,000 a month or more. The British and the French were buying Liberty Motors from us, redesigning their airplanes to take the higher-powered engine. June would have seen the American expeditionary forces equipped with five or six times as many service airplanes as the Germans had ever been able to put into service at one time, all fitted with Liberty Motors, while the Allies would have been flying more Liberty-motored planes than of all other types of engine.

To attempt a statistical detailed summary of an article already overburdened with figures would be wearisome; neither is it necessary to pursue the survey of our military resources into other fields nor to discuss the navy's contributions and program beyond pointing out that this arm of the service was better prepared for war to begin with, had a smaller program to develop and worked under more advantageous conditions than were possible to the army. What the facts and figures I have recited show, I believe, is that we went into the war almost completely unprepared in a military sense, considering the magnitude of the struggle; that in the space of eighteen months we had reached a stage of preparedness whence it was possible participation within two years after our entry, and that the military power which America would have been able to exact, had the war continued to the Spring campaign of 1919 toward which all our preparations and energies were bending, would have been all but irresistible.

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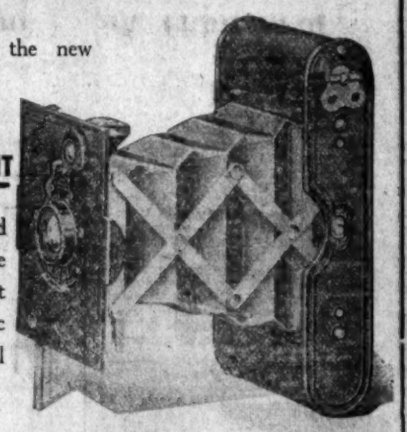

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James Russell Lowell; A Criticism

By One Of His Contemporaries

The centenary of the birth of the great American poet, James Russell Lowell, was observed in America on February 22. Below are extracts from an essay on him by Edmund Clarence Stedman, one of his contemporaries.

In a liberal sense, and somewhat as Emerson stands for American thought, the poet Lowell has become our representative man of letters. Not as our most laborious scholar, though of a rich scholarship, and soundly versed in branches which he has chosen to follow. Not as an indomitable writer, yet when he writes from whom else are we sure to receive what is brilliant and original? Nor yet chiefly as a poet, in spite of the ideality, the feeling, the purpose and the wit that belong to his verse and that first brought him into reputation. But whatsoever the conjunction that has enabled Mr. Lowell to reach and maintain his typical position, we feel that he holds it, and on the whole ought to hold it. His requirements and versatile writings, the conditions of his life, his international honors, the mould of the man, speech bearing and the spirit of his whole work have given him a peculiar distinction, and this largely without his thought or seeking. Such a nimbus does not form around one who summons it; it glows and gathers almost without his knowledge, and not at once, but, like the expression of a noble face, after long experience and service.

I have spoken of one poet as excelling others in the adroitness of a man of the world. Lowell's qualities secure him honor and allies without the need of adroitness. He is regarded not only as a man of letters but as a fine exemplar of culture, and of a culture so generous as to be thought supra-American by those observers who while pronouncing him a citizen of the world are careful to exclude this country from his range. Prof. Dowden, for instance, says: "Taken as a whole the works of Lowell do not mirror the life, the thoughts, the passions of the nation. They are works, as it were, of an English poet who has become a naturalised citizen of the United States; who admires the institutions and has faith in the ideas of America, but who cannot throw off his allegiance to the old country and its authorities." But here is a manifest assumption. Doubtless Lowell's mirror does not reflect Dr. Dowden's conception of the life, the thoughts, the passion of this nation, but that conception formed at such a distance might be revised upon a close approach.

In the poet's writings we find the life and passion of New England to a verity and the best thought of our people at large. For when I say that he is a type of American culture I mean of republican culture, and nothing more or less. Those who hold it to the republican idea believe that its value is to be found in its levelling tendency; by which I do not mean a general reduction to the lowest caste, but the gradual elevation of a multitude to the standard which individuals have reached, among them so many of the writing craft, from Franklin's generation to our own. In this respect I do not, of course, mention Lowell's position as distinctive—the names of other scholars and writers instantly come to mind—nor have our men of culture been confined to any guild or profession. Marshall and Story, Pinkney, Wirt, Winthrop, Sumner and Bayard, jurists, orators and statesmen, soldiers, merchants, artisans, Americans of every class, have shown that culture is a plant that thrives in a republic no less than under royal care. Their number is increasing; the average grade is advanced. If this were not so republicanism would be a failure: in this matter it is on trial no less than in its ability to promote the establishment of first class museums, libraries, academies, even without governmental aid.

We count Lowell, among others, as a specimen not of foreign but of home culture, and especially of our Eastern type. His life shows what the New England training, not always so fortunate, can do for a man of genius. And thus, even aside from his writings, he is a person of note. The tributes frequently paid him would of themselves keep his name before us. Many of his sayings, like those of Emerson, are a portion of our usual discourse and reference, and the people have taken some of his lyrics faithfully to heart. He has written one work that has become a classic. Whether as a poet critic or as man of affairs, of rare breeding and the healthiest moral tone, Lowell is one of whom it may be affirmed, in the words applied to another, that a thing derives more weight from the fact that he has said it. Are we conscious, then, of having in view a man better than his best writings? But this may be said of many authors, and there must be, at all events, a live personality behind good work.

Lowell's sense of this, and of the strength and fulness of existence, keep him void of conceit. He often has seemed impatient of his art, half ready to cry out upon it, lest it lead him from green fields and forests, from the delight of life itself. He is not swift to magnify his office above the heroic action of other men. This catholicity is rare among poets and artists, whose dearest failing is a lack of concern for people or things not associated with their own pursuits. On the other hand, poetry is the choicest expression of human life, and the poet who does not revere his art and believe in its sovereignty is not born to wear the purple. Lowell, in fortunate seasons, goes back from life to song with new vigor and wisdom, and with a loyalty strengthened by experiences. After all, the man dies, while his imaginative works may survive even the record of his name. Therefore the work is the essential thing, and Lowell's work, above all, is so imbued with his individuality that none can overlook the relations of the one to the other, or fail in comprehending his poetry, to enter into the make and spirit of the poet himself.

A poet of intellectual scope will not content himself with verse as the sole outlet of his thought and feeling. Lowell's essays display his genius in free activity and have added greatly and justly to his authority and standing. One could not select better illustrations of the union of the critical and artistic faculties or of the distinctions and analogies between the verse and prose of a poet.

It is to be noted that Lowell's political and moral convictions appear chiefly in his verse. His prose appertains to literature and, with the exception of some graceful sketch work, bits of travel and reminiscence, has been restricted to criticism. His earliest prose volume was of this kind, in the form of Conservations on the old poets and dramatists. These are the ardent generalisations of a young poet, appreciating rather than searching. They are superseded by his maturer survey of their field, but had a stimulating influence in their time. Many who were students then remember the glow which they felt when Lowell's early lectures and essays directed them to a sense of what is best in English song. Young enthusiasts at Cambridge found him an ideal teacher and professor of belleslettres. As years went on its critical pen was rarely idle.

A good fate determined that he should be subjected to the demands of journalistic routine; that he should carry the Atlantic Monthly to a sure footing, advancing the standard of our magazine literature, and that he should afterward hold for nine years an editorship of the North American Review. Such responsibilities overcome a writer's vis inertiae. He naturally becomes his own best contributor, and it was in a measure to the spur of his engagements that we owe a notable series of literary essays, many of which first appeared in the review I have named. Publishers have not found his study a reservoir into which they might insert their taps at pleasure. But one must spend time in gathering knowledge to give it out richly, and few comprehend what goes to a page of Lowell's manuscript. The page itself, were it a letter or press report, could be written in a quarter of an hour; but suppose it represents, as one of his greater essays, the result of prolonged studies—the reading, indexing, formulating works in various languages upon his shelves or in the Harvard library? Of all this he gives the ultimate quintescence, a distillation fragrant with his own genius. Who can estimate the oil of such work? What can adequately pay for it. There are two guerdons that raise the spirit to scorn delights and live laborious days; Milton sings for one, but the surer is the "exceeding great reward" of the work itself. . .

Authors who do laywork for a living and pursue their art in hours which are the breathing time of other men are permitted few of the common pleasures for which they needs must crave. Their manuscripts are written in their blood and the ink grows pale apace. Even the delight of reading that at once stimulates and draws upon the brain is forbidden to one who is harnessed in the van of a professional career. But Lowell, I suspect, had been shy of any harness from which he could not bolt at will. His book feeding has been unstinted, omnivorous: he was born among books, reared upon them, and has taken from them that which enriches him, yet leaves them none the poorer. . . .

Lowell, then, is a poet who seems to represent New England more variously than either of his comrades. We find in his work, as in theirs, her loyalty and moral purpose. She has been at cost for his training, and he, in turn, has read her heart, honoring her as a mother before the world, and seeing beauty in her common garb and speech. To him, the Eastern States are what the fathers, as he has said, desired to be found—no new Jerusalem, but a New England, and if it might be, a better one. His poetry has the strength, the tenderness and the defects of the down East temper. His doctrines and reflections in the midst of an ethereal distillation at times act like the single drop of prose which, as he reports a saying of Landor to Wordsworth, precipitates the whole. But again he is a poet, and the blithest, most unstudied songster on the old Bay Shore. He is just as truly an American of the Americans, alive to the idea and movement of the whole country, singularly independent in his tests of its men and products, from whatever section, or in however unpromising form, they chance to appear. Many have found him the surest to detect and welcome at the time when welcome was needed and lesser men held back, what there might be in them of worth. He is an artist who recognises things outside of art and would not rate the knack of writing lines to a lady's girdle above all other wonders of the age. In default of the motive for a sustained and purely ideal work he has awaited the visits of the Muse and acted on the moment at her bidding; none of our poets, indeed, has so thrown the responsibility on a monitor whom no industry can placate, who is deaf to entreaty, but gives without stint at her own will. He will sing when she bids him, or not at all. But this is in the nature of genius, and thus brings me to a conclusion.

The world readily perceives the genius that is set off by an eccentric or turbed life. Taking advantage of this, false Amphitryons often vaunt themselves for awhile. But let a true poet be born to culture and position, and have a share of things which constitute good fortune, and his rarer gift has no romantic aid to bring it into notice; its recognition comes solely through its product, and not fully until "after some time be past." And if Lowell be not, first of all, an original genius, I know not where to look for one. Judged by his personal bearing, who is brighter, more persuasive, more equal to the occasion and himself—less open to Doudan's stricture upon writers who hoard and store up their thoughts for the betterment of their printed works? Lowell's treasury can stand the drafts of both speech and composition. Judged by his works, as a poet in the end must be, he is one who might gain by revision and compression. But think, as is his due, upon the high water marks of his abundant tide, and see how enviable the record of a poet who is our most brilliant and learned critic, and who has given us our best native idyl, our best and most complete work in dialectic verse, and the noblest heroic ode that America has produced—each and all ranking with the first of their kind in English literature of the modern time.

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A recent photograph of John R. Clynes, British labor leader, who recently resigned as British Food Controller. Mr. Clynes was British Food Controller since the death of Viscount Rhondda, last July. Previous to that he had been Parliamentary Secretary to the Food Controller. He played an important part in the affairs of the Allied Food Council, which has general supervision of food supplies for the Allied and neutral countries.

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271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket
$50,000.00

Issued under the authorisation of the Government of the Republic of China on the 7th July, 1918.

To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on the 6th April, 1919.

One tenth of each ticket will be sold at $0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

PRICE FOR WHOLE TICKETS: $5.00.

LIST OF PRIZES FOR WHOLE TICKETS

1	First Prize			$50,000
1	Second „			10,000
1	Third „			5,000
2	Fourth „	$2,000	each	4,000
2	Fifth „	1,000	„	2,000
2	Sixth „	500	„	1,000
10	Seventh „	100	„	1,000
20	Eighth „	50	„	1,000
20	Ninth „	40	„	800
20	Tenth „	30	„	600
50	Eleventh „	20	„	1,000
700	Twelfth „	15	„	10,500
2	Each approximate to the First Prize	300	„	600
2	Each approximate to the Second Prize	100	„	200
2	Each approximate to the Third Prize	50	„	100
4	Each approximate to the Fourth Prize	30	„	120
4	Each approximate to the Fifth Prize	20	„	80
4	Each approximate to the Sixth Prize	10	„	40
399	For numbers having the two terminal figures similar to those of the First Prize	10	„	3,990
399	For numbers having the two terminal figures similar to those of the Second Prize	10	„	3,990
399	For numbers having the two terminal figures similar to those of the Third Prize	10	„	3,990
798	For numbers having the two terminal figures similar to those of the Fourth Prizes	10	„	7,980
798	For numbers having the two terminal figures similar to those of the Fifth Prizes	10	„	7,980
798	For numbers having the two terminal figures similar to those of the Sixth Prizes	10	„	7,980
99	Each with the first three figures similar to those of the First Prize	10	„	990
99	Each with the first three figures similar to those of the Second Prize	10	„	990
99	Each with the first three figures similar to those of the Third Prize	10	„	990
18	Each with the first four figures similar to those of the Fourth Prizes	10	„	180
18	Each with the first four figures similar to those of the Fifth Prizes	10	„	180
18	Each with the first four figures similar to those of the Sixth Prizes	10	„	180
4,780	drawn tickets		Total	$127,460

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

THE CHINESE BENEVOLENT ASSOCIATION

Canaaian Ypres Veterans Reach End Of Long Trail

3,000 Of Them Back Home, The War Already A Fantastic Dream To Them

By Philip Gibbs
(*New York Times*)

It has been my good luck on my first voyage across the Atlantic to go with a contingent of 3,000 Canadian soldiers homeward bound after their years of war. When they came on board at Liverpool they stood crowded on the lower decks six deep or more, looking down on to the landing stage, where a band played them away, and I stood wedged among them, as often before in communication renches up in the Ypres salient or around by Vimy or on the way to Hill 70 and Loos. They were the same men. They bore in their bodies and in their souls the remembrance of those places.

Most of them in this ship, the Carmania, bound for New York by way of Halifax, which was their way home, had been wounded once, and many of them three or four times, as one could see by their stripes. They were fellows who had been plastered in the mud of Flanders until it had got into the grain of their skins and in the whitish clay of the tunnels around Lens, so that when I met them in the old days they looked like men who had been long buried and dug up again.

They had been at Passchendaele, where the Third and Fourth Canadian Divisions went through the swamps and fought their way up the slopes under frightful machine-gun fire. They had been at Cambrai, where the Second Division and others had as hard a fight in September last as in any battle of the war, losing thousands of men in close fighting among the surrounding villages on the north side of the city while English troops were storming through on the south. They gained Mons the day before the armistice, and on that day I went among them there and heard their cheers go up because at last their job was done with the cease fire of the guns after the long trail through many battlefields and four years of blood. The fighting job was done, and that night in Mons there was never silence for the sound of their singing and cheering.

But they had still a way to go to the journey's end of victory, and on a mild wet morning in December last I saw the Canadians with their English and Scottish comrades march over a bridge across the Rhine with their guns and transports and the old cookers with their trailing smoke behind.

War Memories A Fantastic Dream

Now 3,000 of them were in this ship, homeward bound, and as we warped away from the quayside and the music of the band on the landing stage playing some gay march tune was driven gustily down the wind, and the cheers of the men roared along the lower decks, the days of war passed from them, and all their memories of the war became no more than a fantastic dream out of which they were awakened.

I stood next to a Canadian Sergeant Major and said.

"You'll never see the Ypres salient again."

He answered gravely:

"And I never want to! All that's finished, thank God, and if there's any luck in the world it will never happen again. I've seen the last of France and the last of Belgium, but there's many of my pals who lie there."

He was silent for a minute, and then he added:

"Well, we did the job all right, and that's the chief thing that matters."

I had many talks with these Canadians as all day long they swarmed on the decks or in the long alleys below deck where they had crowded quarters but elbow room enough for card games and talk. They talked all the time in groups hour after hour, but not much about their experiences in the war, as far as I could hear. They looked forward rather than back and were more interested in what they would do when they reached Winnipeg or Toronto or some farmstead in Nova Scotia than what happened by Hellfire Corner along the Menin Road or on Bellevue Spur at Passchendaele.

Their voices passed up and down outside my cabin window, and now and then I heard the speech of French Canadians and the Scottish burr of the Nova Scotians. Sometimes they discussed some frightful memory of the war with grim realities and a perfect imitation of whizbangs, followed by a gust of laughter, but that was by the younger men who had been the shortest time in France. The veterans would have little of that kind of talk.

In the evenings, before lights out had sounded, they sang songs in the darkness of the lower decks, and always one song was their favorite, and they never tired of it as day after day the Carmania with 4,000 souls aboard drove steadily across the Atlantic, that gray, lonely sea where there was never a craft in sight until we sighted the snowcapped slopes of Novia Scotia. Their song was "The Long, Long Trail," which I heard first sung by a Canadian officer in an old inn of Flanders on the way to Ypres before he went further and was killed. Something in the refrain of it had got inside the hearts of these men and expressed their sentiment most strongly. They had been on a long trail themselves and were getting to the end of it—home.

On the voyage they were good fellows, though discipline was slack for the men homeward bound and a good deal of latitude had to be given them in the way of smoking below decks and other things. But the Carmania was a "dry" ship, and there was no trouble. I noticed that as we neared Halifax excitement took possession of them. Even the officers let go a little, and their laughter rang out more loudly and they ran races up and down the slippery decks, while on the lower decks the men made slides where the snow and water had frozen hard.

Then we drew close to Nova Scotia, and the men crowded in the decks until we steamed into the harbor of Halifax, where the town rises steeply up a hillside to a citadel high above the docks. A dozen small tugs nosed against the side of the Carmania and slewed her around, and cheers greeted them. Sirens hooted a welcome home in Morse code, and the cheers rang out again. Some young Canadian officers near me shouted out "Good old Halifax!" and one of them laughed and said: "I never thought I should see it again. It's good to be back with all one's limbs!" He hugged himself at his consciousness of life after passing through places where it was touch and go with death. "Darned lucky," said one of the Canadian sergeants, "and I'll be glad to see my wife and kids." It was the thought of all these men—their enormous luck in having got through safely at last and home at last.

Joyous Welcome Home

It was a good welcome home for them. A band played them into the quayside and there was waving of hands from the people lining the wharves, who threw up apples and newspapers as soon as the Carmania was alongside. "How are things?" shouted the soldiers from the lower decks high and sheer above the gangways, and the answer came back from pretty girls under fire of many eyes: "Canada's all right and glad to see you back."

The gangway was at a steep angle to the quayside, but the men went down it at a run, with the old packs they had carried along many a road 'twixt Poperinghe and Cambrai, and they shouted as they touched Canadian soil again. On the quayside were long sheds with beds and bathhouses and recreation rooms for the men, who had to wait a night before going to every part of the old Dominion, and ladies of Halifax were there until midnight serving them with tea and coffee and refreshments, so that however cold the weather there should be no coldness in the homecoming of these soldiers who had fought through the long black years of war with a courage that will never be forgotten in history.

The Carmania was lonely without them as she turned toward New York, and the decks were silent the next night as I paced up and down them looking out on the Atlantic, all silvered by moonlight and strangely calm for this time of year. Down below one of the ship's officers was telling how the Carmania fought the Cap Trafalger off the Island of Trinidad on September 14, 1914, a duel between two liners armed as cruisers, which lasted an hour and forty minutes, until both ships were on fire and the Carmania's rigging, masts, derricks, and ventilators had been raked by shellfire, and a shell had passed straight through the cabin under the forebridge, and she had 304 holes from 79 projectiles before the enemy cruiser capsized to starboard and went down bow first with her colors flying.

The gallant ship Carmania shows no trace of war now, but the story of her fight reminded all aboard of the days when no liner put out from our ports for the transport of troops without the menace of mines and submarines every knot she made, yet by the unfailing courage of our navy and mercantile marine brought all these Canadians and vast numbers of American comrades in a never-ending traffic.

Those black days have gone, and the moonlight of those night shone down upon peaceful waters as when the other day 3,000 Canadians went home again, and sang "The Long, Long Trail" before they left the ship.

178 Bullets For Every Shell

It took 623,541,085 rifle and machine-gun bullets and more than 3,500,800 shells, including shrapnel, high explosives and gas, to help the American army end hostilities, according to figures of the Ordnance Department. It also took 74,000,000 .45 caliber cartridges for automatic pistols.

Although there is no announcement of the policy for returning artillery equipment to the United States, it is understood that most units returning will be followed by the guns they used in France. To the Ordnance Depot at Mehun-sur-Yeure are coming as many as 130 cars of artillery equipment a day. Five machine shops and two warehouses are being used to repair and store equipment, preparatory to shipment to the States.

Heavier guns are dismounted, the barrels, wheels and carriages being crated separately after all parts have been greased and oiled. Rifles are also being oiled and greased before crated for shipment.

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BEETLE VIRUS
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SAFE AND CLEAN TO USE
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SPECIALIST
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Exchange and Mart

FOR SALE, lady's khaki riding coat and breeches, of medium size; one pair lady's tan riding boots. Also gentleman's khaki riding suit and tan puttees, medium size. All absolutely new. Apply to Box 367, THE CHINA PRESS.
21746 M. 23

FOR SALE. Two motor-cycle side-cars, both new. Call at 351a East Yalu Road, Hoasun Iron Works.
21761 M.26.

FOR SALE, a trained police dog, bitch, two years old. Apply Room 108, Astor House Hotel, Shanghai.
21748 M.29.

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.
21435

FOR SALE, very cheap investment property, Tls. 14,000 cash, balance can remain on mortgage, rent Tls. 8,000 per annum. Ten foreign residences, three years old, in French town. All modern improvements. Full price, Tls. 20,000 less than can be produced for now. For further particulars, address to Box 222, THE CHINA PRESS.
21436

FOR SALE, Saccharine, cotton piece goods, commercial code books, caustic soda, carbon black, aniline dyes, hydrosulphite, one engine 240 h.p., one alternator dynamo 150 K.W. Apply Chino-Siberian Commercial Co., 6 Foochow Road, phone 562.
21698

FOR SALE, Brazier landaulette, in good running order. Price Tls. 1,600. Apply to Box 363, THE CHINA PRESS.
21740 M.25.

FOR SALE, a lot of cigars and cheroots of good brands (giving up smoking), $5.50, worth double. Apply to Box 365, THE CHINA PRESS.
21744 M.23.

FOR SALE, one four-cylinder Bébé Peugot runabout, in good condition and running order. For particulars, please apply to The Shanghai Horse Bazaar and Motor Co., Ltd., Garage phones: West 1202 and 1213.
21732 M.23.

HOUSES TO LET

TO LET, 111 Avenue Road; six-roomed, detached corner residence, tennis lawn, garage, stabling, immediate occupation. Apply premises.
21604

TO LET, excellent eight-roomed residence, with garage and tennis court, on Yates Road, from April 1st. Rent Tls. 140. For further particulars and permission to inspect, Phone, Central 3234.
21506

TO LET, 44 Sinza Road (at Seymour Road). Excellent residence for small family, four large rooms, several small ones. Now vacant. Open for inspection; will renovate. Apply on premises.
21416

HOUSES TO LET

KULING Cottage for sale or rent: four rooms, two baths, verandahs, servants' quarters, kitchen. Apply to Box 371, THE CHINA PRESS.
21754 M.23.

TO LET, new six-roomed house, Western district, Tls. 65. Apply Telephone West 1474.
21762 M.25.

MOKANSHAN house to let, or for sale. Rental for season, $160. Discount to missionaries. J. W. Crofoot, Pont Ste. Catherine, Shanghai.
21756

HOUSES TO LET, No. 45 Bubbling Well Road, large seven-roomed detached house, Tls. 100 per month. 46 Bubbling Well Road, six-roomed house with attics, Tls. 115. 113 Avenue Road, six-roomed house with closed verandahs, garden and stabling, Tls. 90. 123, Avenue Road, eight-roomed, attics, closed verandahs, garage, etc., Tls. 135. Apply to 10 Yangtsepoo Road, Telephone East 24.
21742 M.28.

TO LET, from May 15th, in Jessfield Road, well-furnished house, including linen and plate. Six large rooms and four attics. Tennis court, garage and stable. Rent Tls. 140. Apply to Box 364, THE CHINA PRESS.
21740 M.25.

TO LET for eighteen months, in Yangtszepoo, a furnished house of six rooms, with bathrooms, dressing rooms and verandahs, facing south, very cool, quiet neighborhood, inexpensive rent. Apply to Box 353, THE CHINA PRESS.
21716 M. 23

TO LET, 170C Bubbling Well Road, Tls. 90 per month. 34 Seymour Road, Tls. 125 per month. 21 North Honan Road, Tls. 50 per month. China Realty Co., Ltd.
21701

TO LET, 450-E Avenue Joffre, six-roomed residence, all modern improvements. Rent Tls. 60. Apply on premises.
21614

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Carry a Gold Dollar Account
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Business and Official Notices

(Continued from Page 20)

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Swedish and Japanese Treatment. Prof. I. K. SETO, proprietor, 15 years' experience in U.S.A. Patients treated at their residence by special arrangement. Telephone N. 2768. 25 North Szechuen Road. Open 12 noon to 12 p.m.

NAAMLOOZE VENNOOTSCHAP
Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat
NOTICE is hereby given that the Annual General Meeting will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Monday, the 28th April, 1919.
By Order of the Directors,
GEORGE McBAIN,
General Agent.
Shanghai, 22nd February, 1919.
21357.

NAAMLOOZE VENNOOTSCHAP
Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat
NOTICE is hereby given that the Annual Meeting of Shareholders will be held in the Meeting Room of The Yangtsze Insurance Building, No. 26 The Bund, on Thursday, the 27th March, 1919, at 4 p.m. The Transfer Books of the Company will be closed from the 20th to the 27th March, 1919, both days inclusive.
By Order of the Directors,
GEORGE McBAIN,
General Agent.
Shanghai, 22nd February, 1919.
21358.

Russian Lady Dentist
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17257

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BANK NOTES

ISSUED BY THE
Deutsch-Asiatische Bank, Shanghai

In accordance with instructions received from the CENTRAL BUREAU OF LIQUIDATION OF THE DEUTSCH-ASIATISCHE BANK, all bank notes either in Dollars or Taels issued by the SHANGHAI BRANCH of the above Bank must be presented for payment to the undersigned on or before the 15th April, 1919. After this date they will be considered null and void. Notes issued by other Branches must be presented for payment direct to the respective branch.

Bureau of Liquidation
of the Deutsch-Asiatische Bank,
Shanghai.
A. G. STEPHEN,
Liquidator.
By his Attorney,
A. D. BRENT.
21659

ALMA ESTATES, LIMITED

At a Meeting of Directors held on the 10th March, 1919, it was decided to declare an Interim Dividend at the rate of Forty-five Tael cents per share, to be paid on 27th March, 1919, to Shareholders on record on that date.

The Transfer Books of the Company will be closed from 20th to 27th March, 1919, both days inclusive.

By Order of the
Board of Directors,
HUGO REISS & CO.,
Secretaries and General Managers.
Shanghai, 11th March, 1919.
21574

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Fancy Cakes and Candies of French Style in All Descriptions
Telephone Central 3829

Exchange and Bullion

Shanghai, March 22, 1919.

Money And Bullion

Sovereigns: buying rate
@ 4/7½ = Tls. 4.32
@ exch. 72.7 = Mex. $5.95
Gold Dollars: Bank buying rate
@ 110 = Tls. 90.91
@ 72.7 = Mex. $125.05
Mex. Dollars: Market Rate: 72.4125
S'hai Gold Bars: 978 touch Tls. 283
Copper Cash ..... per tael 1860
Native Interest ..... Tls. .06

Bar Silver ..... 47⅞d.
Bank Rate of Discount 5%
Ex. Paris on London .....Fr. 26.14
Ex. N. Y. on London T.T. G. $4.76⅛

Exchange Closing Quotations

London	T.T.	4/7½
London	Demand	4/7⅝
India	T.T.	307½
Paris	T.T.	606
Paris	Demand	609
New York	T.T.	110
New York	Demand	110¼
Hongkong	T.T.	68½
Japan	T.T.	46½
Batavia	T.T.	209½
Singapore	T.T.	50⅛

Banks Buying Rates

London	Demand 4/8⅛
London	4 m/s. Cdts. 4/9⅛
London	4 m/s. Docy. 4/9⅛
London	6 m/s. Cdts. 4/10
London	6 m/s. Docy. 4/10⅛
Paris	4 m/s. 637
New York ...	o/d. Docy. 111½
New York ..	4 m/s. Docy. 115½

Roubles Exchange

Today's Bank Buying Rate For Roubles

Roubles 1,625 ..... = Tls. 100
Roubles 100 ..... = Mex. $8.50

Customs House Exchange Rates For March

"	1 @ 609½	Francs	6.79
"	0.81 @ 111½	Gold	$1
"	1 @ 46½	Yen	2.42
"	1 @ 15	Rupees	3.92
"	1 @ 1.50	Mex.	$1.50
"	1 @ —	Roubles	—
Hk. Tls.	3.83 @ 4/8½		£1

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

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Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.)
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bank..k	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000
Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

YU YOA YU,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
J. A. Plummer Esq. Chairman.
E. V. D. Parr Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
G. T. M. Edkins Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
W. L. Pattenden Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminister and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun (Kwan-chendze)	Hankow	G/Amur
	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)
Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 266,000.00

Head Office: Shanghai
14, Peking Road.
Managers' Office Central 2650
Tel.: General: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange Business transacted.

Modern Safe Deposit Boxes For Rent

SHU CHIN MIH, Sub-Manager.
SHEN CHU HSU, Manager.
D. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kuklang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 儲 蓄 中 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Offices: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.
Deputy Managing Director:
NIEH CHI-WEI.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	Tsinkiangpu

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2613 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits ...U.S. $2,118,579.34

H. T. S. Green,
President & General Manager.

London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
18, Kiukiang Road.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid .....H.$2,000,000.00
Reserve Fund .....H.$ 290,000.00
Investment reserve fund H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 659,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) $600,000.00
Reserve Fund ..... $ 15,000.00
Deposits (Dec., 1918).. $3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

Banque Belge Pour L'Etranger

Fillale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Rserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,

ASIA BANKING CORPORATION

An American Bank

HEAD OFFICE
66 Liberty Street, New York

SHANGHAI BRANCH
15 Kiukiang Road

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents is at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSITS
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Siccawei Weather Report

Saturday, March 22, 1919.

WEATHER	4 A.M.	9 A.M.
Bar. at 23° F. inches .	29.84	29.91
Variation for 24 hrs. .	†0.03	†0.04
Variation for 12 hrs. .	†0.05	†0.06
Wind—Direction	E	E
Wind—Miles per hour	9.3	15.5
Temperature (Fahr.) .	52°5	55°2
Humidity	99	94
Nebulosity 0-10	10	10
Rainfall inches	—	—

21.—Very misty or foggy and, as a rule, overcast weather in China. Rain in Chekiang. No reports from the Yangtsze Valley. Frequent sunshine and warm weather at Shanghai and at the mouth of the Yangtsze. The barometers have considerably fallen on the Chinese continent, and risen on the colder areas on the Pacific.

22.—Very misty weather with Easterly breezes. Barometer still very low.

Stock Exchange
Transactions

Shanghai, March 22, 1919.

BUSINESS DONE

Official

S.M.C. 7% Debs. 1917 @ Tls. 97.00
S.M.C. 5½% Debs. 1915 @ Tls. 73.00
Kungyik Cotton Tls. 21.75 June
Shanghai Docks Tls. 129.00
Kapalas Tls. 0.55

Unofficial

Anglo-Javas Tls. 8.75

Hongkong Market

In their report for week ending March 14, Messrs. Moxon and Taylor write as follows:

The week under review has been a quiet one with a comparatively small business passing. In Shanghai cottons have registered a further advance. This market halted slightly on the 12th instant but renewed strength appears as we close.

Banks.—Hongkong Banks, presumably under the influence of rising exchange, have declined to $760 at which considerable sales have been effected, the London rate remains unchanged.

Marine Insurances.—Cantons are steady at $410 and North Chinas at Tls. 122½. Unions have been the medium of some selling but the market closes steady with buyers at $1,025.

Fire Insurances.—China Fires at $175 are quiet. Hongkong Fires have been done at $355 and are steady at the rate.

Shipping.—Douglases have firmed up to $94 buyers for cash with business done at $96 for April. Steamboats after business at various rates close firm at $21¾ buyers. Preferred Indos are wanted at $31½. Deferred Indos after sales at $161 have sellers at that rate. Star Ferries could be obtained at $38. Shells are wanted locally at 160/-.

Refineries.—China Sugars are nominal at $120 for cash but forward business has been done at $120½ for April. Malabons are very quiet at $36½ ex dividend.

Oils and Mining.—Raubs at $2, Urals at 40/- and Tronohs at 40/- are unchanged from last week. Kailans could be placed at 50/-. Langkats are slightly firmer in Shanghai with buyers at Tls. 23½ and Tls. 24¾ for June. Anglo-Egyptian "B" have further advanced in London and are now quoted £4 1s. 3d.

Docks, Wharves and Godowns.—Kowloon Wharves are without business at $117 after sales at that rate. Hongkong Docks have risen slightly and after a fair amount of business close with sellers at $161½. Shanghai Docks are on offer from the North at Tls. 128½ (ex div.) for March settlement. New Engineerings have buyers at Tls. 23½.

Lands, Hotels and Buildings.—Centrals are in good demand and $103 has been paid for this stock. There are further buyers at the rate. Hongkong Lands have also advanced and after sales at $102 and $102½ are now wanted at $103. Humphreys are in request at $7.10.s Hotels could be placed in small quantities at $87 ex dividend. Kowloon Lands are wanted at $33 and West Points at $68.

Electric Companies.—Hongkong Electrics have weakened slightly and sales have been effected at $75½. China Lights can probably be placed at $5¼. Hongkong Trams have been dealt in at $8.

Miscellaneous.—China Borneos are in favor at $13. Dairy Farms are steady at $28. Ropes might be placed at $31 ex dividend and bonus. Provideents are wanted at $8.50. Cements have buyers at $8.70 cum the dividend of 80 cents now pending. Powells are wanted at $8.50. Cements have buyers at $8.70 cum the dividend of 80 cents now pending. Powells are wanted at $9.75. Waterboats at $12¾ are in demand. Steam Laundries at $3.60 are wanted.

Exchange.—The demand rate on London is 3/1¼ and the T.T. selling rate on Shanghai is 67.

Foreign Trade Briefs

Naples, Italy, has organised a branch of the great co-operative society for the benefit of employes of the state and has requested the assistance of the American Consul in opening relations with American manufacturers of food products, boots and shoes and other articles of first necessity.

* * *

Ambassador Sharp has cabled from Paris that according to official Belgian statements all exports from Belgium are prohibited except under license.

* * *

The crisis with respect to shipping space into and out of Central American ports has been reached and passed. The ports on the east coast are regularly served by steamships of the United Fruit Company.

* * *

The extraordinary demand in the United States a few months ago for castor oil as an engine lubricant created a great deal of interest throughout Central America, where the climate and soil are well suited to the production of castor beans. In Nicaragua two large contracts were signed, aggregating 126,000 bushels. The total crop in that country will probably be about 200,000 bushels.

* * *

A conservative estimate of the tobacco crop in Costa Rica for this season, as procured from reliable sources, is as follows: On the Atlantic side, 127.5 acres producing 130,000 pounds; on the Pacific side, 161.5 acres producing 98,000 pounds, making a total of 289 acres producing 228,000 pounds.

* * *

The total declared exports from Puntarenas, Costa Rica, to the United States during 1918 were valued at $1,416,623, as compared with $1,466,565 in 1917.

* * *

A loss of about 10 percent of the tomato crop within the vicinity of Los Mochis, Sinaloa, Mexico, was suffered due to frost, and it is estimated that about forty or fifty carloads of tomatoes of about 1,000 crates each will be lost.

* * *

Dansk Mose-Industri is the name of a new company being formed in Aarhus, Denmark, with a capital stock of $43,840. It will develop peat beds and work certain by-products.

* * *

According to the Buenos Ayres Herald it was stated that the official calculation gives the amount of maize available for export in 1919 at 3,659,970 metric tons.

LONDON COTTON MARKET

Reuter's Service

London, March 6.—Today's Cotton prices were:

Good Middling Texas 1 1/32 inch staple spot ..... 16.00d.
March ..... 16.28d.
May ..... 13.90d.

LONDON RUBBER MARKET

Reuter's Service

London, March 6.—Today's Rubber prices were:

Plantation First Latex Crepe:
Spot, 2s. 0½d. paid.
July to December, 2s. 1d. paid.
Tendency of market, easier.
Previous quotation, London, March 5:
Spot, 2s. 0¾d. paid.
July to December, 2s. 0¼d. paid.
Tendency of market, dull.
Total stocks in London and Liverpool, 18,717 tons.

BAR SILVER

Reuter's Service

London, March 8.—Today's Silver prices were:
Bar Silver Spot, 47¾d. quiet.
Previous quotations, London, Mar. 7:
Bar Silver Spot, 47¾d. steady.
London, March 4:
Bar Silver Spot, 47¾d. quiet.

Share Market

Messrs. J. P. Bisset and Co.'s report for week ending March 21, says:

Cottons continued to advance steadily during the week and new record prices were established in many cases. The cotton share market closed steady at the following quotations: Ewos Tls. 230 cash, Tls. 240 June. Kungyiks Tls. 20½ cash, Tls. 21½ June. Yangtszepoos Tls. 10½ cash, Tls. 10.90 June. Laou Kung Mows Tls. 155 cash. Shanghai Cottons Tls. 175 cash, Tls. 182 June. Orientals Tls. 71 cash. A considerable amount of profit taking was evident at the close, arresting to some extent the upward tendency.—Cotton share dealing constituted the bulk of the business. Other departments remained firm with a moderate business passing. Langkats improved to Tls. 26¼ c.n.i. Chinese Engineerings are wanted at Tls. 11. S. and H. Wharves are steady at Tls. 88 cash, Tls. 91 June. Rubbers remain firm at published quotations.

BANK OF ENGLAND

Reuter's Service

London, March 6.—The Bank of England's rate of discount is 5 percent and the proportion of reserves to liabilities is 19 percent.

Amusements

Lyceum Theatre

Monday, March 31st at 9 p.m.

GRAND SYMPHONY CONCERT

by

MIROVITCH PIASTRO PACI

AND FULL ORCHESTRA

OF

50 PERFORMERS

CONDUCTED BY MARIO PACI

Booking at Moutrie's.
Direction: A. STROK.

ISIS THEATRE

PROGRAMME FOR TODAY (SUNDAY)

Matinee and Evening

"THE MYSTERY SHIP"

15th and 16th Episodes

and

"THE HOUSE OF HATE"

Final (20th) Episode

PROGRAMME

For Monday (24th March)

"The Count of Monte Cristo"

First Epoch (4 Parts)

AMUSEMENTS

Olympic Theatre

TONIGHT —— TONIGHT

"BANVARD'S"

American Musical Comedy Company

IN

"OH, PAPA!"

A Farce with Music.

Monday and Tuesday March 24th and 25th

will be repeated by special request

"THE SUFFRAGETTES"

Booking at Moutrie's

Prices $3.00, $2.00, $1.00

LYCEUM THEATRE

FOR A SHORT SEASON ONLY

Return and Farewell Visit of the Popular

FRAWLEY COMEDY CO.

In a New Repertoire of Current Successes

Tuesday and Wednesday, April 1st and 2nd — The Brilliant Comedy Drama "BOUGHT AND PAID FOR"

Thursday and Friday, April 3rd and 4th — The Gale of Laughter "A PAIR OF SIXES"

Saturday, April 5th
The Priceless Comedy
"FAIR AND WARMER"
(The Rage of London)

Prices $3, 2, and 1. Booking at Moutrie & Co.
Commence at 9.15 p.m. Sharp.

Saturday Matinee, at 3 p.m. Sharp
"FAIR AND WARMER"
Usual Prices — Children Half-Price

21738

Shanghai Hebrew Relief Society

Purim Fancy Dress Ball

(In aid of Jewish Siberian Refugees and Local Charities)

ASTOR HOUSE HOTEL

Thursday, April 3rd, at 9.30 p.m.

$3.00 including Supper

Tickets may be obtained from members of the Committee or Astor House Hotel.

21594

THE NEW WORLD

(CORNER BUBBLING WELL AND THIBET ROADS)

International

Grand French Wrestling Match for Champions and Wrestlers of All the Nations of the World

COMMENCING from Friday, 21st of March, 1919, there will be held an International Grand French Wrestling Match for Champions and Wrestlers of all the nations of the world, organized by the Management of the New World, in the Circus, at 9 p.m.

At the end of the meeting there will be given honourable degrees entitling the holder to the name of Champion of North China, also Gold and Silver Medals to the most able wrestlers.

At present the list of competitors contains the names of the following wrestlers:—

Mr. J. Moran	(French)	Mr. Robert Aberg	(Eastland)
Mr. I. Roland	(Switzerland) (Champion of the world)		(Champion of Europe)
Mr. George Leopard	(Lifland)	Mr. Henry Stone	(Holland)
Mr. J. Kentel	(Russia) (Champion of Russia)	Mr. Const. Kala	(Moscow)
		Mr. Leo. Sarelli	(Italy)

21736

AMUSEMENTS

At the APOLLO Tomorrow

W. S. HART
W. S. HART

In a Great Five-Part Thos. Ince Production

"THE DESERT MAN"
"THE DESERT MAN"

The power and dramatic vigour of this fine cowboy actor are well-known. You saw him in the picture "Hell's Hinges" a short time ago, and we did record business. This one is better.

ARMISTICE DAY IN PARIS; PRESIDENT WILSON IN FRANCE; THE BRITISH FLEET IN GERMAN WATERS.

A magnificent collection of topical pictures.

Toto —IN— "Do Husbands Deceive"
Toto —IN— "Do Husbands Deceive"

Here is another film by this clever fellow; he has made good at the Apollo.

TIME AND PRICES AS USUAL

TONIGHT IRENE CASTLE ANTONIO MORENO in "The First Law"

—— THURSDAY NEXT ——

BRYANT WASHBURN IN "KIDDER & CO."

Matinee Today 3 p.m. — CHAS. RAY in "SUDDEN JIM"

At the Victoria Theatre

On March 23rd and Matinee Today

PAULINE FREDERICK

In the famous story by

ALPHONSE DAUDET

"SAPHO"

In Five Parts

AT THE MATINEE TODAY, 23rd, WILL BE SCREENED THE FIRST TWO EPISODES OF

"THE BULL'S EYE"

BY REQUEST

"TARZAN OF THE APES" WILL BE SCREENED On Monday, 24th, FOR ONE NIGHT ONLY

ASTOR HOUSE HOTEL

April 1st, 9.30 p.m.

BAL DE TETES

GIVEN BY THE RUSSIAN SECTION OF THE A.W.R.A. IN AID OF THE SIBERIAN RELIEF FUND

Under the patronage of Lady Fraser, Mrs. Lobingier, Mme. de Oliveira, Mrs. Reis, Mme. de Rossi, Mme. Wilden and Mme. Grosse

Ladies will be given Three Prizes by popular votes for the best Fancy Head Dress.

TICKETS $3.00

AT MOUTRIE'S AND THE ASTOR HOUSE 21687

We invite you to the

CARLTON CAFE Tonight, March 23rd

to see these clever colored folks from Georgia —

Lew Jones

and

Miss Claire

in their up-to-date repertoire of

Songs and Dances

They will appear during and after dinner

Reserve your tables: Phone, Central 2337 and 2301

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. McIlwains, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangwah**, Captain John McArthur, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Taclu Maru**, Captain T. Honjio, will be despatched from N.Y.K. Mail Wharf on **Monday, March 24**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, tons 2,664, Captain Gibb, will leave on **Monday, March 24**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Tuesday, March 25**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, tons 3,770, Capt. Campbell, will leave on **Tuesday, March 25**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain H. A. Wavell, will leave from the French Bund on **Tuesday, March 25**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Wednesday, March 26**, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Str. **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Wednesday, March 26**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwahlee**, tons 1,151, will leave on **Thursday, March 27**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Capt. Findeison, will leave on **Friday, March 28**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Thursday, March 27**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Lucnyi**, Captain Frazier, will leave from the French Bund on **Friday, March 28**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Saturday, March 29**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW.—The China Navigation Co.'s Steamer **Tamsui**, Captain J. S. DeWolf, will leave on **Sunday, March 23**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

FOOCHOW.—The Steamer **Hacan**, Captain F. H. Wallace, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R. will leave from the French Bund on **Monday, March 24**, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Koboku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, March 24**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 3234 & 4235.

AMOY & SWATOW.—The Steamer **Hsinchang**, Captain Wm. Munro, will leave on **Tuesday** morning. For Freight or Passage, apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Kwangsc**, Captain J. D. Milne, will leave on **Tuesday, March 25**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Tuesday, March 25**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, March 27**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

WEIHAIWEI & CHEFOO.—The China Navigation Co.'s Steamer **Pakhoi**, Captain W. C. Cowan, will leave on **Sunday, March 23**, at 2 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TIENTSIN.—The Str. **Choshu M.**, Captain N. Kamizawa, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, March 24**, at——The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA.** The Bund Tel. No. Central 4234 and 4235.

NEWCHWANG.—The Str. **Irene**, Captain N. McLean, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, March 25**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN & DAIREN via TSINGTAO.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **Tuesday, March 25**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA, No. 4**, The Bund. Central Tel. No. 4234 & 4235.

For Foreign Ports

MARSEILLES, LONDON & ANTWERP.—The Str. **Alps M.** Capt. T Yamaguchi, will be despatched from the No. 5 Buoy on **Wednesday, March 26.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Nos. Central 4234 & 4235.

MARSEILLES.—The Str. **Luzon Maru**, Captain D. Iamigumi, will be despatched from the Co.'s No. 1 Buoy Wharf on end of **Mar.** at ——— For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4 The Bund. Tel. No. 4234 & 4235.

LONDON.—The Str. **Andes Maru**, Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on **April.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. Central 4234 and 4235.

TAKOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain I. Hamada, will be despatched on **Tuesday, April 8.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Thursday, April 17.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment at ——— on the same day. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4. The Bund. Tel. Central No. 4234 and 4235.

Sailed from Shanghai

For San Francisco
Tenyo Maru .....Feb. 19
Colombia .....Mar. 1
Stanley Dollar .....Mar. 7
Shinyo Maru .....Mar. 8
For Tacoma
Africa Maru .....Mar. 6
For Vancouver
Harold Dollar .....Feb. 26
Empress of Russia .....Mar. 15
Empress of Japan .....Mar. 22
For New York Via Panama
Bloemfontein .....Mar. 9
Bolton Castle .....Mar. 21
For London, etc.
Kitano Maru .....Mar. 3
Celebes Maru .....Mar. 5
Hyson .....Mar. 7
Glenliffer .....Mar. 8
Hector .....Mar. 12
Atreus .....Mar. 13
Novara .....Mar. 13
Nore .....Mar. 13
Bendoran .....Mar. 16
Inaba Maru .....Mar. 17
Pyrrhus .....Mar. 19
For Liverpool
Sado Maru .....Feb. 19
Agamemnon .....Feb. 19
Hector .....Mar. 12
For Antwerp
Tsuruga Maru .....Mar. 22
For Bombay
Dilwara .....Mar. 11
For Saigon
City of St. Helens .....Mar. 8

Shipping Items

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.Y.K. s.s. Shidzuoka Maru (European Line) left Hongkong for Shanghai on Thursday and may be expected to arrive at N.Y.K. Wharf about one o'clock this afternoon. The Shidzuoka leaves for Kobe on Monday.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Tatung will leave Hankow for Shanghai today.

The I.-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.

The N.Y.K. s.s. Kokura Maru left Moji for Shanghai on Friday and may be expected to arrive today.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai today.

The Barber line s.s. Lowther Castle arrived at Kobe on March 19 and is expected to arrive in Shanghai about March 28.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Lucnyi will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangtoo will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Woosung will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Sinkiang will leave Hongkong for Shanghai on Tuesday.

The N.Y.K. s.s. Takeshima Maru will leave Moji for Shanghai tomorrow and may be expected to arrive on Wednesday.

The P. and O. s.s. Dunera, from Bombay, is due to leave Singapore tomorrow and may be expected to arrive in Hongkong on March 30 and in Shanghai on April 4.

The P. and O. s.s. Dilwara, from Shanghai, is expected to arrive at Colombo on March 27 and in Bombay on April 1.

The S.M.R. s.s. Sakaki Maru, from Tsingtao and Dalny, is due in Shanghai tomorrow and will leave for Dalny on Tuesday afternoon. The tender with passengers will leave the Customs Jetty at 3 o'clock.

The B.A.T. s.s. Javary, with mails from the States, may be expected to arrive in Shanghai tomorrow.

The R.M.S. Empress of Japan arrived at Woosung yesterday morning and left for Vancouver via ports last night. The Empress of Asia will sail for the same port next Saturday.

Passengers Arrived

Per I.-C. s.s. Kutwo from Hankow: Mr. Drake, Mr. Pomuary, Mrs. T. whoon, Mrs. V. Leunea.

Per R.M.S. Empress of Japan from Hongkong: Lt. Col. P. D. McFeat, Major, R. Napier, Lieut. W. H. Power, Lieut. R. D. Jefferson, Mr. and Mrs. J. P. Pasquier, Mr. and Mrs. Ondendyk, Miss C. Jacquier, Mr. and Mrs. T. S. Holt, Mr. and Mrs. E. A. Degarcia and 2 children, Miss De Figueiredo, Mr. and Mrs. O'Brien, Mr. and Mrs. Fullard Leo and son, Messrs. J. C. Silva, A. Bertling, R. A. Williamson, J. W. Miller, H. J. Groenenberg, D. Vander Beck, E. Ivano, M. K. Devries, Chan Yan-mar, Ting, Lui Man-hi, Cheung Yuen-ming, Saloon passengers in transit: Mrs. P. M. Hodgson, Mrs. J. Russell and 2 daughters, Mrs. Morrison, and daughter, Miss E. Havers, Mr. and Mrs. Cadman and child, Mr. and Mrs. Schaefer and daughter, Mrs. J. C. Donnell and infant, Mrs. Smyth and child, Commander Grolsset, Dr. P. R. Fulton, Miss Lack Smith, Mstrs. Donald and Colin Hogg, Mr. and Mrs. Van Hassett, Mrs. and Miss Abbott, Mrs. Templeton and child, Mrs. M. Weir, Mr. and Mrs. H. E. Darby, Miss Buscombe, Mrs. Pope and 3 children, Mrs. Vicaji, Mr. and Mrs. Swayne, Mr. and Mrs. Morris and 2 children, Misses D. and M. Harrison, Rev. R. H. Haslam, Miss J. McCrie, Mrs. Blackman and 2 children, Lieut. F. H. French, Capt. H. A. Campbell, Capt. F. Duckworth, Capt. J. W. Shephard, Lieut. G. C. Brassard, Lieut. H. O. Connell, Messrs. A. A. Svidersky, C. Colman, R. W. Cunningham, A. H. Elliot, A. Getzov, F. C. Robertson, H. Reside, R. B. Kennedy, E. L. Fraim, McCarthy, W. Pattison, G. Cheminand, T. Makhin, M. B. Smits, Hewberg, Rogers, Fikkert.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Sulyang, Sunning, Sinidang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

PACIFIC MAIL S.S.CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Venezuela	April 1	S.S. Ecuador	April 5
S.S. Ecuador	April 26	S.S. Colombia	May 3
S.S. Colombia	May 24		

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Santa Cruz	April —	S.S. Colusa	May 1

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON AND MARSEILLES (Via Hongkong and Singapore).

	arr.	leave
*ALPS MARU (15,000 tons) Capt. T. Yamaguchi,	Mar. 24	Mar. 26
This steamer will call at Antwerp		
*ANDES MARU ..(15,000 tons) Capt. K. Saito,		April

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	arr.	leave
ARABIA MARU (18,000 tons) Capt. I. Hamada,	Apr. 7	Apr. 8
MANILA MARU (20,000 tons) Capt. N. Kobayashi,	Apr. 16	Apr. 17

FOR HONGKONG

CHICAGO MARU (12,000 tons) Capt. S. Yamane,	Apl. 1	Apl. 2

FOR NORTH CHINA PORTS (Tsingtao and Dairen).

KEELUNG MARU (3,000 tons) Capt. Y. Fukami,	Mar. 23	Mar. 25
CHOSHU MARU ..(3,000 tons) Capt. N. Kamizawa,	Mar. 22	Mar. 24

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

SUMA MARU ..... (3,000 tons) Capt. N. Iwamatsu,	Mar. 23	Mar. 24

*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

H. SHIMAMURA, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. Central 4234 and 4235.
Tel. Nos. East 208 and 209. Tel. Address: SHOSEN, SHANGHAI

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First-Class Fare Shanghai to Liverpool
Gold $406.00
PER LARGE "EMPRESSES"
Railroad, and Atlantic Steamer Accomodation Reserved in Advance
SAILINGS FROM SHANGHAI

For Vancouver Via Nagasaki, Kobe and Yokohama		For Hongkong Via Manila	
Empress of Asia	Mar. 31	Empress of Russia	Apr. 19
Montcalm †	Apr. 8	Empress of Japan*	May 6
Empress of Russia	May 3	Empress of Asia	May 10
Empress of Japan	May 17	Montcalm*	May 31
Empress of Asia	May 24	Empress of Russia	June 6

†Montcalm calls at Moji
*Montcalm and Empress of Japan proceed direct to Hongkong.

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Tel: Central 182.

For through bills of lading freight rates, etc., apply to
L. E. N. RYAN, Agent,
Cor. Peking & Yuen Ming Yuen Rds.
Shanghai.
Tel: Central 181.

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)
Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE
PROPOSED SAILINGS FROM SHANGHAI

TENYO MARU	For San Francisco	May 6
SHINYO MARU	For San Francisco	May 24

FOR HONGKONG DIRECT
All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.
Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the Purser.
T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Buildings
'Phone, Central 3229 (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "NANKING"	APRIL	6th
S.S. "CHINA"	APRIL	27th

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "NANKING"	MAY	27th

FOR HONGKONG DIRECT

*S.S. "CHINA"	APRIL	9th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
F. C. CHARMAN.
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
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SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
KITANO MARU	16,000	Capt. M. Nakamura,	March 31
IYO MARU	12,500	Capt. K. Asakawa,	April 14

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	April 1
SUWA MARU	21,000	Capt. R. Shimidzu,	May 9

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,000	Capt. M. Taniguchi,	March 25
KASUGA MARU	7,000	Capt. K. Itsuno,	April 1
YOMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	April 8

MOJI, KOBE AND OSAKA LINE

KOKURA MARU	4,500	Capt. S. Ito,	March 26
TAKESHIMA MARU ..	4,500	Capt. R. Arakida,	March 29
OMI MARU	7,000	Capt. R. Ozaki,	April 2
KUMANO MARU	9,500	Capt. S. Saito,	April 5

KOBE TO SEATTLE

KATORI MARU	19,000	Capt. I. Noma,	April 29

FOR JAPAN

SHIDZUOKA MARU ...	12,500	Capt. S. Kishimoto,	Mar. 24

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidau,	April 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. S. Nishimura,	Mar. 26
NIKKO MARU	10,000	Capt. M. Yamazaki,	April 23
AKI MARU	12,500	Capt. F. E. Cope,	May 21

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.
20.35	8.35				Peking	arr.	19 50
23.45	11.12		0	dep.	Tientsin-Central	dep.	17.00
23.50	11.17		84	arr.	Tientsin-Central	arr.	16.53
24.00	11.25			dep.	Tientsin-East	dep.	16.45
19.35	..		524	arr.	Mukden	dep.	..

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr.	Tientsin-Central	dep.	16 55	15.35	20.05
13.02	16.00	15.3	78	dep.	Tientsin-Central	arr.	16.31	15.20	19.45
16.40	19.20	18.08	148	dep.	Tsangchow	dep.	13.05	11.28	15.28
19.57	22.12	20.21	—	dep.	Tsekow	dep.	10.33	8.47	11.56
7.	:		220	arr.	Tsanafu	dep.	8.06	6.00	8.30
6.00	22.25	20.31	—						8.
9.27	1.00	22.31	266	dep.	Tsanafu	arr.	7.56	5.30	19.02
12.27	3.47	0 38		arr.	Tsanafu	dep.	6.01	3.25	16.24
12.47	4.02	0.48	318	dep.	Yenchowfu	dep.	3.49	0.40	13.00
16.30	6.55	3.16	377	dep.	Yenchowfu	arr.	3.29	0.02	12.38
19.02	8.45	4.50	—	dep.	Liucheng	dep.	1.20	21.24	9.26
9.	:		420	arr.	Hsuchowfu	dep.	23.36	19.20	6.30
5.40	9.00	4 57	—		2				10.
11.26	13.02	8.33		dep.	Hsuchowfu	arr.	23.29	19.00	20.50
11.51	13.20	8.40	523	arr.	Pengpu	dep.	19.53	14.55	15.20
18.27	17.34	11.52	600	dep.	Pengpu	arr.	19.46	14.35	14.09
20.48	18.55	13.00	631	dep.	Suchow	dep.	16.48	10.50	8.27
				arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0		dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193		arr.	Shanghai-North	dep	7.55	23.00

Yenchowfu-Tsiningchow Branch Line				Liucheng-Tsochuang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Liucheng a.	5.28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Mar. 29	—	Vancouver	E. of Asia	Br.	C.P.O.S.
Mar. 30	—	San Francisco	Tancred	Am.	R.D. Co.
Apr. 1	—	San Francisco	Venezuela	Am.	P.M.S.S. Co.
Apr. 1	—	Seattle, etc.	Fushimi Maru	Jap.	N. Y. K.
Apr. 4	—	Tacoma	Justin	Am.	B.A.T. Co.
Apr. 6	—	San Francisco	Nanking	Am.	C.M.S.S. Co.
Apr. 7	—	Tacoma, etc.	Arabia Maru	Jap.	O. S. K.
Apr. 8	—	Vancouver	Montcalm	Br.	C.P.O.S.
Apr. 15	—	Vancouver	Beaute Dollar	Br.	R. D. & Co.
Apr. 26	—	San Francisco	Ecuador	Am.	P.M.S.S. Co.
Apr. 27	—	San Francisco	China	Am.	C.M.S.S. Co.
Apr. 28	—	Vancouver	Melville Dollar	Br.	R. D. & Co.
May 3	—	Vancouver	Empress of Russia	Br.	C.P.O.S.
May 5	—	San Francisco	Tenyo Maru	Jap.	T. K. K.
May 9	—	Seattle, etc.	Suwa Maru	Jap.	N. Y. K.
May 17	—	Bancouver	E. of Japan	Br.	C.P.O.S.
May 17	—	Vancouver	Manila Maru	Jap.	O. S. K.
May 24	—	Vancouver	E. of Asia	Br.	C.P.O.S.
May 24	—	San Francisco	Colombia	Am.	P.M.S.S. Co.
May 24	—	San Francisco	Shinyo Maru	Jap.	T. K. K.
May 25	—	Vancouver	Harold Dollar	Br.	R. D. & Co.

FOR JAPAN PORTS

Mar. 24	—	Kobe	Shidzuoka Maru	Jap.	N. Y. K.
Mar. 25	—	N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N. Y. K.
Mar 26	—	Moji, Kobe & Osaka	Kokura Maru	Jap.	N. Y. K.
Mar. 28	—	Nagasaki	Penza	Rus.	R.V.F.
Mar. 29	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
Apr. 1	—	N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
Apr. 2	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
Apr. 5	—	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
Apr. 8	—	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N. Y. K.
Apr. —	—	Kobe & Yokohama	Paul Lecat	Fr.	M.M. Cie
May —	—	Kobe & Yokohama	Nera	Fr.	M.M. Cie
June —	—	Kobe & Yokohama	Sphinx	Fr.	M.M. Cie

FOR EUROPE IND IA, STRAITS, ETC.

Mar. 26	—	London, etc.	Alps Maru	Jap.	O. S. K.
Mar. 31	—	London, etc.	Kamo Maru	Jap.	N. Y. K.
Apr. 1	—	London	Antilochus	Br.	B. & S.
Apr. 3	—	London	Elpenor	Br.	B. & S.
Apr. 5	—	Liverpool	Agapenor	Br.	B. & S.
Apr. 5	—	London	Cardiganshire	Br.	Glen Line
Apr. 6	—	Marseilles	Andre Lebon	Fr.	M.M.
Apr. 7	—	London	C. of Bristol	Br.	J.M. & Co.
Apr. 9	—	Bombay	Dunera	Br.	P.&O.S.N. Co.
Apr. 14	—	London, etc.	Nellore	Br.	P.&O.S.N. Co.
Apr. 15	—	London	Iyo Maru	Jap.	N.Y.K.
Apr. 14	—	Antwerp	Glengyle	Br.	G. L. E. A.
Apr. 14	—	London	Carnarvonshire	Br.	Glen Line
Apr. 17	—	London	Laomedon	Br.	B. & S.
Apr. 22	—	London	Carmarthenshire	Br.	Glen Line.
Apr. —	—	London, etc.	Andes Maru	Jap.	O. S. K.
Apr. —	—	Marseilles	Paul Lecat	Fr.	M.M. Cie
May —	—	Marseilles	Nera	Fr.	M.M. Cie
May —	—	London	C. of Colombo	Br.	J.M. & Co.
May 1	—	London	Glengyle	Br.	Glen Line
June —	—	Marseilles	Sphinx	Fr.	M.M. Cie

FOR SOUTHERN PORTS

Mar. 23	D.L.	Swatow	Tamsui	Chi	B. & S.
Mar. 23	—	Foochow	Haean	Chi.	C.M.S.N. Co.
Mar. 24	—	F'chow, K'lung & Takao	Suma Maru	Jap.	O. S. K.
Mar. 24	4.00	Ningpo	Hsin Peking	Br.	B. & S.
Mar. 24	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
Mar. 25	D.L.	Hongkong & Canton	Kwanse	Br.	B. & S.
Mar. 25	—	Amoy & Swatow	Hsinchang	Chi.	C.M.S.N. Co.
Mar. 25	4.30	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
Mar. 25	D.L.	Hongkong & Canton	Tean	Br.	B. & S.
Mar. 26	D.L.	Hongkong & Canton	Wingsang	Br.	J. M. & Co.
Mar. 27	D.L.	Amoy, H'kong & C'ton	Sunning	Br.	B. & S.
Apr. 4	—	Hongkong via Manila	Ecuador	Am.	P.M.S.S. Co.
Apr. 9	—	Hongkong	China	Am.	C.M.S.S. Co.

FOR NORTHERN PORTS

Mar. 23	2.00	Weihaiwei & Chefoo	Pakhoi	Br.	B. & S.
Mar. 24	—	Tientsin & Dalny	Choshu Maru	Jap.	O. S. K.
Mar. 24	—	Tientsin & Dalny	Keelung M.	Jap.	O. S. K.
Mar. 25	10.00*	W'wei, Chefoo & T'sin	Tungchow	Br.	B. & S.
Mar. 25	4.00	Dairen	Sakaki Maru	Jap.	S.M.R.
Mar. 25	—	Newchwang	Irene	Chi.	C.M.S.N. Co.
Mar. 27	—	Tsingtao	Toko Maru	Jap.	S.M.R.
Mar. 28	3.00	Vladivostock	Penza	Rus.	R.V.F.
Mar. 28	8.00*	Tsingtao & Dairen	Kobe Maru	Jap.	S.M.R.

FOR RIVER PORTS

Mar. 23	M.N.	Hankow, etc.	Klangyung	Chi.	C.M.S.N. Co.
Mar. 24	M.N.	Hankow, etc.	Tachi Maru	Jap.	N.K.K.
Mar. 24	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Mar. 24	M.N.	Hankow, etc.	Klangkwah	Chi.	C.M.S.N. Co.
Mar. 25	M.N.	Hankow, etc.	Yobyang Maru	Jap.	N.K.K.
Mar. 25	M.N.	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Mar. 25	D.L.	Wuhu & Swatow	Yunnan	Br.	B. & S.
Mar. 25	M.N.	Hankow, etc.	Nganking	Br.	B. & S.
Mar. 26	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Mar. 26	M.N.	Hankow, etc.	Tachang Maru	Jap.	N.K.K.
Mar. 27	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Mar. 27	M.N.	Hankow, etc.	Hwahlee	Chi.	J. M. & Co.
Mar. 27	M.N.	Hankow, etc.	Loongwo	Br.	J.M. & Co.
Mar. 28	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Mar. 28	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Mar. 29	M.N.	Hankow, etc.			

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

VESSELS IN HARBOR AND AT WOOSUNG.

Date	From	Ship's Name	Flag	Agents
Sept. 16	— Japan	Matsu Maru	Jap.	M.B.K.
Oct. 1	— Japan	Meiho Maru	Jap.	
Oct. 22	—	Stavia	Am.	
Oct. 26	—	Shanghai	Chi.	M. & Co.
Nov. 2	— Singapore	Tosan Maru	Jap.	
Nov. 26	—	Meichuen	Am.	Socony.
Dec. 7	—	Kanju Maru	Jap.	M.B. Co.
Dec. 17	—	Shibechi Maru	Jap.	
Jan. 14	—	Eleperanca	Am.	
Jan. 16	—	Tanpo Maru	Jap.	S. Shokai
Jan. 16	—	Meihu	Am.	S. Oil Co.
Jan. 26	—	Bolestrand	Am.	
Jan. 28	— Japan	Santo Maru	Jap.	N.Y.K.
Jan. 30	—	Taitsu Maru	Jap.	M.B.K.
Jan. 31	— Cruise	Pacific	Dan.	G.N.T. Co.
Feb. 12	— Japan	Ieiko Maru	Jap.	N.Y.K.
Feb. 14	—	Taisho Maru	Jap.	M.B.K.
Feb. 15	— Bellingham, Wash.	J. Steedman	Br.	M.B.K.
Feb. 17	—	Weishun	Chi.	S.P.S.N. Co.
Feb. 19	— Wuhu	Chinkiang	Br.	B. & S.
Mar. 1	— River ports	Kuting	Chi.	
Mar. 4	— Japan	Unkai Maru	Jap.	M.B.K.
Mar. 10	— Cruise	Store Nordiske	Dan.	G.N.T. Co.
Mar. 11	— Vladivostock	Tyer	Rus.	
Mar. 13	—	Misaki Maru	Jap.	M.B. Co.
Mar. 13	— Cruise	Liuhsing	Chi.	Customs
Mar. 16	—	Bansei Maru	Jap.	
Mar. 16	—	Kwanse	Br.	B. & S.
Mar. 16	— London, Ports	Mifuku Mar	Jap.	M.B. Co.
Mar. 16	— Foochow	Nellore	Br.	P.&O.S.N. Co.
Mar. 16	— Vladivostock	Hsinchi	Chi.	C.M.S.N. Co.
Mar. 16	— River Ports	Tungus	Rus.	Y.F.T. Co.
Mar. 19	— Liverpool, etc.	Tahuna Maru	Jap.	N.K.K.
Mar 19	— Vladivostok	Laomedon	Br.	B. & S.
Mar. 20	—	Oleg	Rus.	R.V.F.
Mar. 20	— Japan	Marie Barnard		
Mar. 20	— Tsingtao	Kumanosan Maru	Jap.	
Mar. 21	— River Ports	Santen Maru	Jap.	M.B.K.
Mar. 21	— River Ports	Fengyang Maru	Jap.	N.K.K.
Mar. 21	— Japan	Tungting	Br.	B. & S.
Mar. 21	— Japan	Miyaura Maru	Jap.	
Mar. 21	— Swatow	Nissho Maru	Jap.	F. & Co.
Mar. 21	—	Tamsui	Br.	B. & S.
Mar. 21	— Foochow	Pakhoi	Br.	B. & S.
Mar. 21	— Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
Mar. 21	— Tsingtao	Haean	Chi.	C.M.S.N. Co.
Mar. 21	— San Francisco, Ports	Nagata Maru	Jap.	A.P. Co.
Mar. 21	— Japan	Eclipse	Am.	P.M.S.S. Co.
Mar. 22	—	Takeno Maru	Jap.	
Mar. 22	— Wuhu	Elvira Stolt	Br.	C.I.&E.L. Co.
Mar. 22	— Japan	Sanbashi Maru	Jap.	S.T. Co.
Mar. 22	— Hongkong	Daitoku Maru	Jap.	O. S. K.
Mar. 22	—	E. of Japan	Br.	C.P.O.S.
Mar. 22	— Hankow	Macaria	Br.	D. & Co.
Mar. 22	— River ports	Tseangtah	Chi.	I.&E.L. Co.
Mar. 22	— River ports	Klangyung	Chi.	C.M.S.N. Co.
		Kutwo	Br.	J. M. & Co.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on March 18, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	18-20
Cod	"	18-20
Mandarin	"	25-30
Mackerel	"	18-20
Pomfret	"	30-40
Salmon	"	18-20
Samil	"	none
Soles	"	16-20
Whitebait	"	25-30
Game, Poultry And Eggs		
Deer	each	none
Duck	"	50-90
Eggs	per doz.	15-18
Fowl	per lb.	18-20
Turkey	"	40-45
Geese	each	$1.00-$1.20
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	20-25
Plover	"	none
Quail	"	18-20
Snipe	"	16-18
Teal	"	14-16
Wild Duck	"	30-40
Wild Geese	"	40-50
Wild Pigeons	"	none
Woodcock	"	40-50
Fruit		
Apricots	per lb.	none
Apples	"	12-25
Bananas	"	6-7
Cherries	"	none
Chestnuts	"	10-12
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	10-12
Lichees	per lb.	none
Mangoes	each	25-30
Mongosteens	per doz.	none
Melons	each	none
Oranges	per lb.	10-12
Peaches	"	none
Pears	"	10-12
Persimmons	"	none
Peeboes	"	none
Plums	"	none
Pumeloes	each	20-25
Pineapples	"	none
Strawberries	per lb.	none
Walnuts	"	12-14
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	none
Broad Beans	"	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	10-12
Cabbage	each	5-10
Carrots	per bunch	2-3
Cauliflower	each	15-20
Celery	per bunch	8-10
Egg Plant	per lb.	6-8
French Beans	"	14-16
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	60-80
Onions	"	6-7
Parsnips	per bunch	3-4
Peas	per lb.	8-10
Potatoes	per picul	$2.40-$2.80
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	"	6-8
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	——
Flour Australian	"	$4.00
Flour Shanghai	"	$2.10
Rice	per 200 lbs.	$7.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	"	17
Fodder		
Barley	per 114 lbs.	$2.70
Bran	"	$2.35
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	per ton	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

Launch Services

Tuesday, March 25, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 3 p.m.

Thursday, March 27, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 3 p.m.

Friday, March 28, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 3 p.m.

Sunday, April 6, 1919.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Andre Lebon will leave the M.M. Jetty (French Bund) at 9 a.m.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 23, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Weihaiwei and Chefoo	Pakhoi	13,00	..	..	..	..	12.30
Foochow	Haean	21.00	..	..	..	..	21.00
Swatow	Tamsui	21.00	..	..	..	..	21.00
Tomorrow.							
Japan & America	Chikugo Maru	19.30	..	..	..	..	19.00
Hongkong	Tean	..	17.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton	Tean	21.00	..	..	..	..	21.00
Foochow	Suma Maru	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Hongkong and Canton	Kwangse	21.00	..	..	..	..	21.00
Hongkong	Kwanse	..	17.00	..	..	..	..
Japan Ports	Chikugo Maru	..	17.00	..	..	..	..
Japan Ports	Shidzuoka M.	..	10.30	..	..	..	..
Amoy and Swatow	Hsinchang	21.00	..	..	..	..	21.00
Tuesday, March 25.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Dalny	Sakaki Maru	14.00	..	..	..	..	13.30
Weihaiwei and Chefoo	Tungchow	9.00	..	..	..	..	8.30
Weihaiwei, Chefoo & Tientsin	Tungchow	..	9.00	..	..	..	..
Japan & America	Kokura Maru	19.30	—	..	..	..	19.00
Wednesday, March 26.							
Amoy and Hongkong	Sunning	..	17.00	..	..	..	..
Hongkong and Canton	Wingsang	21.00	..	..	..	..	..
Hongkong	Wingsang	..	17.00	..	..	..	21.00
Amoy, Hongkong & Canton	Sunning	21.00	..	..	..	..	..
Thursday, March 27.							
Weihaiwei and Chefoo	Kingsing	21.00	..	..	..	..	21.00
Weihaiwei, Chefoo & Tientsin	Kingsing	..	17.00	..	..	..	..
Swatow	Loksang	21.00	17.00	..	..	..	21.00
Friday, March 28.							
Nagasaki and Vladivostok	Penza	..	14.00	..	..	..	13.30

A Money orders until 3 p.m. and parcel post 2 p.m

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

The Chinese Post Office will close two mails daily for Tsinan, Tientsin, Petking, etc.

a.—at 21 for S.N.R. 23 o'clock train

b.—at 7 for S.N.R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Mar. 22 —	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
Mar. 22 —		Elvira Stolt	Br.	C.I.&E.L. Co.
Mar. 22 —	Wuhu	Sanbashi Maru	Jap.	S.T. Co.
Mar. 22 —	Japan	Daitoku Maru	Jap.	O.S.K.
Mar. 22 —	Hongkong	E. of Japan	Br.	C.P.O.S.
Mar. 22 —		Macaria	Br.	D. & Co.
Mar. 22 —	Hankow	Tseangtah	Chi.	I.&E.L. Co.
Mar. 22 —	River ports	Klangyung	Chi.	C.M.S.N. Co.
Mar. 22 —	River ports	Kutwo	Br.	J. M. & Co.

Departures

Date	For	Ship's Name	Flag	Agents
Mar. 22 —	River ports	Suiwo	Br.	J. M. & Co.
Mar. 22 —	River ports	Changon	Br.	H.O.S.S. Co.
Mar. 22 —	River ports	Poyang	Br.	B. & S.
Mar. 22 —	River ports	Suiyang Maru	Jap.	N.K.K.
Mar. 22 —	Wuhu	Shinsei Maru	Jap.	F. & Co.
Mar. 22 —	Tsingtao	Yekishin Maru	Jap.	S.M.R.
Mar. 22 —	Swatow	Upolu	Br.	B. & S.
Mar. 22 —	Cruise	Chuentiao	Chi.	Customs
Mar. 22 —	Ningpo	Klangteen	Chi.	C.M.S.N. Co.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$700
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$410 B.
North China	Tls. 130 B.
Union of Canton ...	$900 B.
Yangtsze	$245 B.
Far Eastern Ins. Co., Ltd.	Tls. 25½ S.
Fire Insurances	
China Fire	$175 B.
Hongkong Fire	$355
Shipping	
Indo-China Def ....)	$160
Indo-China Pref...)	
"Shell"	180/- B.
Shanghai Tug (o) ..	Tls. 35
Shanghai Tug (f) ...	Tls. 35½ B.
Mining	
Kaiping	Tls. 11 B.
Oriental Cons	21/-
Raub	$2 B.
Docks	
Hongkong Dock	$159 Sa.
Shanghai Dock	Tls. 132 B.
New Eng. Works ...	Tls. 24½ B.
Wharves	
Shanghai Wharf ...	Tls. 87 B.
Hongkong Wharf ...	$117 S.
Lands and Hotels	
Anglo-French Land ..	Tls. 79
China Land	Tls. 50
Shanghai Land	Tls. 67½ B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	$17 B.
China Realty (ord.).	Tls. 68
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 230 B.
E-wo Pref	Tls. 97½
Laou-kung-mow	Tls. 155 B.
Oriental	Tls. 70 B.
Shanghai Cotton	Tls. 177½ B.
Kungyik	Tls. 20½ B.
Yangtszepoo	Tls. 10.40 B.
Yangtszepoo Pref. ...	Tls. 90
Industrials	
Butler Tilles	Tls. 25
China Sugar	$117 B.
Green Island	$8.90 Sa.
Langkats	Tls. 26 CNI
Major Bros	Tls. 5 [B.
Shanghai Sumatra ...	Tls. 115
Stores	
Hall and Holtz	$13½ S.
Llewellyn	$30
Lane, Crawford	$97½ B.
Moutrie	$32
Watson	$6.10 B.
Weeks	$12½
Rubbers (Local)	
Alma	Tls. 8½ B.
Amherst	Tls. 0.60 B.
Anglo-Java	Tls. 8½ B.
Anglo-Dutch	Tls. 3½ B.
Ayer Tawah	Tls. 20½
Batu Anam 1918 ..	Tls. 0.80 B.
Bukit Toh Alang	Tls. 2½ B.
Bute	Tls. 0.85 B.
Chemor United	Tls. 1 B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 2½ B.
Dominion	Tls. 6½ B.
Gula Kalumpong ...	Tls. 6½
Java Consolidated ..	Tls. 14½
Kamunting	Tls. 4½ B.
Kapala	Tls. 0.35 B.
Kapayang	Tls. 16
Karan	Tls. 8½
Kota Bahroe	Tls. 5½ B.
Kroewoek Java	Tls. 16
Padang	Tls. 9½ B.
Pengkalan Durian ..	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.77½ B.
Samaganga	Tls. 0.75 B.
Seekee	Tls. 1 B.
Semambu	Tls. 0.90 B.
Senawang	Tls. 8 B.
Shanghai Klebang ..	Tls. 0.60 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8 B.
Shanghai Pahang	Tls. 1.10 B.
Sungala	Tls. 1
Sungei Duri	Tls. 8½ B.
Sua Manggis	Tls. 4 B.
S'hai Kalantan	Tls. 0.50
Shanghai Seremban ..	Tls. 0.50 B.
Taiping	Tls. 1½ B.
Tanah Merah	Tls. 0.95
Tebong	Tls. 15½ B.

Business and Official Notices

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of AMY BELL, Deceased | *Cause No. 753* *Estate No. 256* NOTICE

To the Heirs and others Interested In the Estate of the Above Named Deceased

Notice is hereby given, pursuant to an order of said Court, that a hearing on the petition of EDWARD BELL for the probate of an instrument purporting to be the Last Will and Testament of said deceased, and for the issuance of Letters Testamentary, will take place on Tuesday, March 25, 1919, at 10:00 a.m. in the Session Hall of said Court.

WILLIAM A. CHAPMAN,
Acting Clerk.
Shanghai, China, March 22, 1919.
21753

In the United States Court for China

In re Estate of ALBERTA CASTERLIN KEMPTON FITCH *Deceased.* | Cause No. 736 Special Proceeding No. 278 (Administration) NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator cum testamento annexo of the last will and testament of the above named decedent; that all persons having claims against the estate of said decedent are required to present the same for payment with vouchers, to the undersigned on or before September 16, 1919, and that all persons owing said deceased are required to make payment to the undersigned.

GEORGE ASHMORE FITCH,
Administrator, Cum Testamento Annexo,
No. 120 Szechuen Road,
Shanghai, China.
March 16, 1919.
21649

In the United States Court for China

In re Estate of HENRY B. KEELER, *Deceased.* | Cause No. 747 Special Proceeding No. 282 (Administration) NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator of the estate of the above named decedent; that all persons having claims against the estate of said decedent are required to present the same for payment, with vouchers, to the undersigned on or before September 16, 1919, and that all persons owing said deceased are required to make payment to the undersigned.

HERBERT RALPH SNYDER,
Administrator,
Standard Oil Company of N. Y.,
Shanghai, China.
March 16, 1919.
21648

AGENTS WANTED to represent a large British Firm of Disinfectant and Sheep Dip Manufacturers. Write S.C.P. Box 133, Smith's Advertising Agency, Ltd., 100, Fleet Street, London, E.C. 4. England.

NOTICE.

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS.
5, Peking Road, Tel. C. 346

IMPORTANT NOTICE to ENEMY SUBJECTS

In addition to those holding total Exemption Certificate the following will be exempted from this transport:

1. Wives of Prisoners of War and their children with the exception of male children of over **20 years of age**, whose case will be specially considered.

2. Widows and their children, with the exception **of male children of over 20 years of age**, whose case will be specially considered.

Those who are now certified by the Repatriation Office doctors **as unfit to travel at the time of the** vessel's departure and their families need not go to the Embarkation Depot for the present; **an endorsement to that effect** will be made on their Exemption Certificate if they call at the Repatriation Office, 121 **Bubbling Well Road without delay.**

All others even if holding Temporary Exemption Certificate or certified by the Repatriation office doctors **as sick but fit to travel** must proceed on the days notified to the Embarkation Depot where they will be attended to by the doctors of the Repatriation office pending embarkation.

March 22, 1919.
General LU YUNG HSIANG,
Director of the Repatriation Office.
Admiral TSAI TIN KAN,
Co-Director of the Repatriation Office.

The International Recreation Club

KIANGWAN RACES

50TH MEETING.
5th April, 1919.
(Saturday)

1st Saddling Bell at 1.30 p.m. Sharp.

ENTRIES close on Saturday, 29th March, 1919, at 7 p.m. at the Club House, 126 Bubbling Well Road.

By Order,
Y. S. DAY,
Secretary.

NOTICE

THE undersigned hereby give notice:—

That a Public Meeting of Ratepayers will be held in the Town Hall on Wednesday, April 9, 1919, at 2 o'clock p.m. precisely, to devise ways and means of raising the requisite funds for Municipal purposes, and to pass resolutions in reference thereto and to deliberate and decide upon other Municipal matters and business. At such meeting the accounts of the Council for the year ending December 31, 1918, will be submitted for the sanction and approval of the Ratepayers.

Shanghai, March 19, 1919.

D. SIFFERT,
Consul-General for Belgium.
T. RAASCHOU,
Consul-General for Denmark.
A. ARIYOSHI,
Consul-General for Japan.
E. D. H. FRASER,
Consul-General for Great Britain.
V. GROSSE,
Consul-General for Russia.
J. E. HULTMAN,
Consul-General for Sweden.
THOMAS SAMMONS,
Consul-General for the United States of America.
J. H. DE REUS,
Consul-General for the Netherlands.
G. DE ROSSI,
Consul-General for Italy.
JORGE R. D'OLIVEIRA,
Consul-General for Portugal.
JORGE R. D'OLIVEIRA,
In charge of Cuban Consulate.
H. A. WILDEN,
Acting Consul-General for France.
T. KNUDTZON,
Acting Consul-General for Norway.
HUGO REISS,
Consul for Brazil.
JULIO PALENCIA,
Consul for Spain.
21696

JAPANESE VETERINARY HOSPITAL

DR. S. NAKANISHI
and
DR. G. KAWABE
Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)
20750

"A CULT OF ITS OWN"

The late Charles Booth, a well-known temperance and social reformer of England, recently declared that, "The teetotal propaganda has proved a failure; teetotalism is apt to become a cult of its own of a rather narrow kind. And the devotees of this narrow cult are taking advantage of the War to push their peculiar tenets, and to secure the adoption of restrictive measures, which are specially represented as merely temporary, for all time."

ELEPHANT HEAD BRANDY

GARNER, QUELCH & CO.
Sole Agents

THE SHANGHAI-SUMATRA TOBACCO CO., LTD.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Seventeenth Annual Meeting of Shareholders will be held at the Office of the undersigned (No. 1, The Bund) on Monday, the 31st March, 1919, at 4.00 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, for the year ended 31st October, 1918.

The Transfer Books of the Company will be closed from the 24th to the 31st March, 1919, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents.
Shanghai, 14th March, 1919.
21654

The Shanghai Hotels, Ltd.

NOTICE IS HEREBY GIVEN that the Twenty-fourth Ordinary General Meeting of The Shanghai Hotels, Limited, will be held at the Registered Office of the Company, No. 14 Kiukiang Road, on Tuesday, the 1st April, 1919, at 4.30 p.m., when the Report and accounts for the 12 months ended 31st December, 1918, will be presented.

The Transfer Books will be closed from the 26th March to the 1st April, 1919, both days inclusive.

By order of the Board,
E. BURROWS,
Secretary.
Shanghai, 19th March, 1919.
21700

NOTICE

All persons having claims against the estate of J. G. Munz, deceased, are requested to notify the undersigned on or before April 1st, 1919.

N. E. LURTON,
Commissioner,
United States Court for China.
21651

EDEN HOSPITAL
Dept. of Venerial Diseases
E372 Nanking Road
(Opp. Lloyd Road)
Hours: 10-12; 2-4 except Sunday
Special consideration to men in uniform
DR. JAMES YUKING, Supt.

From Cottage to Palace is far - - - but we have managed to arrange from one extreme to the other in a fashion that meets the capacities of practically any pocket.

V. K. SHEN & SON
Furniture Makers & Interior Decorators.
9 BUBBLING WELL RD., SHANGHAI

Yut Sae Chang & Co.
General Hardware Merchants, Wholesale and Retail, (Established 1881).
A. 1284 Broadway, Shanghai
Steel hammers and pincers, shears, bolts, nuts, rivets and washers, padlocks, steel and brass locks, plumbers' tools, chains of all sizes and for all purposes, pulleys and couplings, platform and counter scales, etc.

Amusement Advertising will be found on Page 17

FOR
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI

THE
"NATIONAL"
(MODEL No. 3)

is a portable typewriter of standard type-bar construction with rigid durable frame of cold rolled steel—built to stand rough usage—full size universal keyboard, full width carriage; has every essential advantage of the big typewriters, yet stands only 6¾ inches high and weighs a little over 9 lbs. complete. Two colour ribbon, back-spacer, easy removal of type-bars, etc.

Complete with Leatherette Carrying Case
ONLY MEX. $75
THE OFFICE APPLIANCE CO.
Phone Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — Cable Add.: Mackbauck
4 Canton Road, Shanghai

TO LET, FROM APRIL 1ST, unfurnished flat of 2 rooms, bathroom fitted with enamel bath, lavatory, etc., and piped for geyser. Rent includes electric lights and water. Kitchen fitted with porcelain sink and piped for gas stove. ALSO ONE SINGLE ROOM, WITH BATHROOM ATTACHED. Apply to The Ben Building Office, 25 Avenue Edouard VII.
21755

NEW ARRIVALS

Latest Fiction, Commercial Books, General Literature, and Magazines.

CHOW TZU KONG
BOOK STORE,
111 Szechuen Road,
Shanghai.
21712

NOTICE

ARTHUR G. BERZIN, M.D.
Physician and Surgeon.
Office hours: 11 a.m. to 1 p.m.
5 p.m. to 6 p.m.
English, French, Italian and Spanish spoken.
45 Boone Road
(corner Quinsan Garden)
21734

LOST

One B/L under No. 219, covering 1 case Cashmere Hose, marked
Y O
W O
Shanghai
No. 6646

The public are hereby warned against negotiating same as it has been declared null and void.
21677

Business and Official Notices are Continued on Page 15

SEND 75 DOLLARS FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Carbons at Trade Prices.
TAYLORS, 74, CHANCERY LANE, London, W.C. 2, England.

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.
LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure.
To be obtained from local agent
Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.
New stock is expected shortly

GODOWNS WANTED

WANTED godown, Central locality, ground floor. Rent not over 50 taels per month. Apply to Box 360, THE CHINA PRESS.
21733 M.23.

MISCELLANEOUS

HOUSEBOAT, wanted to hire, from April 17 p.m. to April 23 p.m. Replies to Liddell, Municipal Council Secretariat.
21737 M.23.

Classified Advertisements are Continued on Page 15

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid — Replies must be called for

APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 432.

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET, with board, large comfortable newly-furnished room, with verandah and private bathroom attached. All modern comforts, telephone, tennis, garage and stabling. Apply to Box 254, THE CHINA PRESS.

CENTRAL DISTRICT: To let, with board, one large double room, bathroom attached, suitable for married couple or two friends. Apply Mrs. Benn, 9 Hankow Road, Phone, Central 2321.
21646

SHOP, and rooms with board, to let; accommodation for table boarder. Apply Swiss Butchery, Broadway.
21729 M.23.

EUROPEAN family in Western district are prepared to take lady or gentleman paying guest. Select locality, with lawn. Apply to Box 358, THE CHINA PRESS.
21727 M.23.

TO LET, with board, excellently furnished airy rooms, single or en suite, with private baths and balconies, facing south, vicinity Race Course. All modern conveniences. Cuisine under foreign supervision. Apply to Box 357, THE CHINA PRESS.
21726 M.23.

TO LET, by private neutral family, Quinsan Gardens, furnished rooms with board, all comforts. Terms moderate. Apply to Box 333 THE CHINA PRESS.
21665 M.23.

TO LET, two-roomed apartment, with housekeeping arrangements, for bachelors or couple. Very high-class. Also one office. Apply 51 Szechuen Road.
21418.

SITUATIONS WANTED

FOREIGNER, aged 25, seeks situation in large foreign firm to supervise Chinese staff. Exceptionally good Chinese scholar. Apply to Box 359, THE CHINA PRESS.
21730 M.23.

RUSSIAN lady (from Petrograd), speaks little English, desires occupation (without salary), where she can increase her knowledge of English. Completed 8th class gymnasium. Reply Box No. 362, THE CHINA PRESS.
21739 M.23.

POSITION WANTED by a young lady as a steno-typist (beginner). Apply to Box 339, THE CHINA PRESS.
21676 M.23.

EXPERIENCED analytical chemist (Chinese), possessing good knowledge of metallurgy, wishes position; moderate salary expected. Apply to Mr. Yung Chia-zai, 31 Kiangse Road.
21553 M.23.

EDUCATIONAL

WANTED, experienced teacher of physical culture, for girl of 14. Apply to Box 368, THE CHINA PRESS.
21749 M.26.

OFFICES, ETC., TO LET

OFFICES to let, new building, 14 Canton Road, on ground, first and second floors, from April 1st; divided to suit tenants. Apply premises.
21507

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.
21439

HOUSES WANTED

WANTED per first of May, small unfurnished house with garden, preferably on two years' lease. Apply to Box 369, THE CHINA PRESS.
21760 M. 23

SITUATION VACANT

WANTED, in English Solicitors office, experienced interpreter, good salary to right man. Apply to Box 361, THE CHINA PRESS.
21735 M.23.

WANTED, junior (foreigner) with some knowledge of fire insurance and general office work. Apply to Box 354, THE CHINA PRESS.
21717 M. 23

OLD-Established Allied firm, dealing extensively in silk and general export and import, seeks compradore with Tls. 50,000 in cash to be deposited in bank as security. Answers will be treated confidentially. Full particulars must be addressed to Box 340, THE CHINA PRESS.
21684

APARTMENTS WANTED

WANTED, room with bath and board, in private family, near Quinsan Gardens, American or English family preferred. Apply to Box 370, THE CHINA PRESS.
21752 M.23.

GENTLEMAN (American) desires room, or room and board. Please state terms and nationality. Apply to Box 351, THE CHINA PRESS.
21715 M. 26

$95 an Hour!

"Through increased earnings, I have already been paid $95 an hour for the time I spent on my I.C.S. Course! My splendid position, my income, my home, my family's happiness—I owe it all to my spare time training with the INTERNATIONAL CORRESPONDENCE SCHOOLS."

In the files of the China Agency, I.C.S. are hundreds of letters from I.C.S. students telling of promotion and increases in salary as rewards of spare time study.

What are you doing with your leisure hours? Can you afford to let them slip by unimproved when you can easily make them mean so much? One hour a day spent with the I.C.S. will prepare you for the position you want in the work you like best. Yes, it will! Make us prove it. Mark and mail the coupon NOW!

In the list below make a mark (X) before the training you want.

—Salesmanship	ENGINEERING
—Advertising	—Civil "
—Cotton Goods Mfr.	—Mining "
—Woollen Goods Mfr.	—Electrical "
—Agriculture	—Chemical "
—Architect	—Mechanical "
—Navigation	—Telegraph "
—Drafting	—Marine "
—Surveying	—Steam "
—Accounting	—Gas Engines "
—Stenography	—Automobile "
—Good English	—Concrete "

Learn to speak correctly—English, French, Spanish Italian—by I. C. S. Special Phonograph method

THE INTERNATIONAL CORRESPONDENCE SCHOOLS offer 282 Courses of Thorough Practical Salary-Raising Training

Ask us to send you our new illustrated catalog No. 15. Or, tear out this notice and write your name and address on the margin. Also let us know the training that interests you. You will promptly receive catalog and full information.

Office No. 15
China Agency I.C.S.
11c NANKING ROAD, SHANGHAI
Write address HERE

Laws to Limit the Rights of Aeroplanes Over Your Land

36 Puzzling Questions Which Never Faced Mankind Before and Which the Inter-Allied Air Commission in Paris Will Try to Settle

THE immense recent development of aviation and the still greater progress which will certainly occur in the near future have made it necessary to fix the laws of the air.

The aeroplane, like the automobile, has become an actual commercial proposition. In the post office in New York, for instance, is a printed announcement of the United States Government inviting attention to a regular daily aeroplane mail service between New York, Philadelphia, Washington and other points, stating the hours for the closing of the aeroplane mails and postage rate.

An order recently issued by the Federal Government in Washington forbids the shooting of wild fowl from aeroplanes. Here again is another official recognition of a new field of possibilities of the aeroplane.

As the automobile created a totally new set of conditions calling for special licenses and traffic laws and limitations of privilege—so the perfection of the aeroplane brings the civilized world face to face with a totally new set of problems which mankind has never before been called upon to consider and for which there are no precedents and no past experience to draw upon for guidance.

At present there are no laws settling the many questions that must arise between aviators in the air and between an aviator and a man on the ground. There is no court which can tell the owner of a house what rights he has against an aviator flying over him.

It seems to be settled that the old rule that a man owned from his land up to the sky must be discarded, because that would make aviation impossible, but how far do his rights go? This is only one example of many that have arisen. Before the air above crowded cities becomes thronged with aeroplanes it will be necessary to settle those problems.

In some respects the problems of regulating aircraft resemble the problems of regulating automobiles.

If a chauffeur can be arrested and fined for driving his noisy car past your bedroom windows with his muffler open, why should an aviator not be forbidden to fly over your roof with the sleep-waking, rattle and bang of his engine running without a muffler? But nobody has been able to make a satisfactory muffler for an aeroplane. Furthermore, how are you to reach up and arrest the noisy aviator or even to know who he is?

This very naturally suggests the question as to whether aeroplanes, like automobiles, should not carry number plates. But how can you distinguish even an illuminated number plate several thousand feet in the air?

Of course, if an automobile runs you down in the street, the law is plain and the method of securing evidence is simple. If an aeroplane falls from the sky and damages you or your family, similar laws are easy to devise and apply. But suppose the aviator drops a monkey wrench from five thousand feet in the air and cracks your child's skull—how are you to to identify the owner of the plane or prove that the monkey wrench was dropped by him?

The advent of the aeroplane, its adoption by the post office department for carrying mail and the plans already maturing for establishing regular routes of travel between cities, open up an entirely new vista of expense and taxation.

If an aerial highway is laid out between New York and Chicago, or Chicago and the Pacific Coast, it must be marked and lighted, and, perhaps, policed. Already considerable attention has been given to the problem of marking highways through the air. Schemes of balloons with signs painted on them have been devised and various conspicuous marks upon the ground have been set up as sign posts and guides. And for night travel enormous electric arrows and illuminated numbers have been devised.

An Inter-Allied Air Commission has been called in Paris to pass on some of the principal problems of aviation. It has already been agreed that they will institute a system of day and night marks for aviators, a meteorological service to give information to them, and a system of education to enable them to navigate safely between distant points. Its recommendations will be put in force by the Peace Conference or whatever international authority succeeds that body.

Various persons interested in aviation in this country and abroad have suggested the following questions concerning air navigation that should be settled:

1. How shall we fix the limit to be placed on a landholder's ownership of the air above his land?

2. Should not a property owner have the protection of the law against the noise nuisance of air machines?

3. How can a man's legal privacy be protected against the prying eyes of air machine passengers?

4. If the old rule is maintained and individuals and corporations own the air above their property and claim protection against trespass, should they be taxed for the air as they are for the land, and how much?

5. If several machines are flying at the same time over a man's land, and one of them drops a monkeywrench or other object and injures him or one of his family or his property, how is he going to place the responsibility?

6. Can we regulate the use of telescopes and photographic apparatus by aviators flying over private property? The powerful photographic instruments now used by aviators give a clear view of intimate personal affairs that are happening on the earth miles below.

7. When a machine is flying high how is a land owner always to determine exactly and to a legal definiteness whether or not it is over his property and thus guilty of trespass?

8. The State can tax the land and take it for public use under certain conditions from private owners by payment of a reasonable sum. Can the State do the same with the air?

9. Assuming that the use of the air by aeroplanes constitutes trespass against owners of property lying beneath, what would prevent unscrupulous capitalists from buying a circle of land about every great city, thus insolating it and preventing air machines from entering the city at all?

10. If a man owns a very narrow strip of land it is not considered trespass if a neighbor jumps over it. How much more a trespass is it if a machine flies over a proportionately wider strip?

11. If an aviator is flying with the wind can he claim that he is in the same air that he was in when he started on his trip?

12. It is admitted that railroads operating under franchises from the State endanger the safety of the public, but public interest justifies this. Cannot the State give airships a similar right to navigate?

13. Shall hunting and shooting from aeroplanes of shore birds and animals that roam in the open be forbidden?

14 What provisions against crimes can be made in the matter of aerial navigation? In times of industrial or social disturbances, when it is necessary to keep watchful guard over such places as reservoirs, railway bridges, arsenals and the like, could not a member of the trouble making element drop poison or dynamite from a plane overhead and thus elude the guard?

15. If a man has a grudge against another what is to prevent his making a night flight and dropping dynamite on his enemy's property, demolishing it and probably killing the occupants?

16. What rules and regulations can be devised to make air traffic safe? What signals will be necessary? If certain air "highways" are not designated and followed what is to prevent collisions in mid-air when planes become numerous?

17. What system of examination and licensing of pilots could be rigid enough to prevent danger to person and property due to accidents resulting from the overconfidence and carelessness of pilots?

18. What system of aerial policing could be devised for the apprehension of law-breakers in the air? Will aerial traffic stations be installed for the prevention of speeding and joy-riding? Would it be possible to contrive some such arrangement as the auto trap? How can license numbers be shown large enough to be practical?

19. If the air police are inadequate or helpless to apprehend trespassers or marauders, shall landowners be allowed to have the protection of a cannon or machine gun and thus take the law into their own hands, as is the practice on land?

20. If an aviator is flying high and commits a crime how can we decide what county or State has jurisdiction over him?

21. If a man sees a machine in the air and is certain it is over his land how can he have the pilot arrested?

22. Probably property owners in New York and other large, congested cities would not consider themselves trespassed upon by aircraft inasmuch as all that the pilots and passengers could see as the machine passed over the city would be chimneys, church steeples and roofs with washing hanging out. On the other hand, farmers, mercantile establishments with part of their plant in the open, stock farms and such, would consider it trespass. Where is the line to be drawn?

23. A ship in distress at sea can, if necessary, discard any or all of its cargo and only the fish are affected, but what would the result be if a cargo-carrying ship of the air were in similar predicament?

24. If aeroplanes and dirigibles are to be allowed free and unregulated passage through the air what is to hinder the owners of apartment blocks and houses near ball grounds, race tracks, etc., from allowing capacious captive balloons to be hitched to their buildings while the occupants watch the sport?

25. What provision can be made for the protection of lumber yards, munition factories and the like against fire due to neglect or design on the part of air pilots? In taking preventive measures against fire or explosion would it be necessary to place "Keep Off" signs in clear view of approaching planes?

26. What right has the aviator to throw garbage and waste matter overboard?

27.—How shall we ensure the general safety of the aviating public when aeroplanes are as common as automobiles? The only feasible way appears to be to lay out air routes, requiring aviators to fly between certain points and to pass on one side of certain established marks.

28. Such offences as kidnapping and the abduction of women will, it is feared, be greatly facilitated by the prevalence of aeroplanes. Will it not be necessary to provide a special and numerous police force with swift machines to prevent such moral offences?

29. Will it not be found advisable to use aerial buoys—that is, captive balloons—to mark the course for aeroplanes in crowded regions?

30. Shall there be a speed limit in aviation?

31. How large a police force will be required for national and international policing of the air?

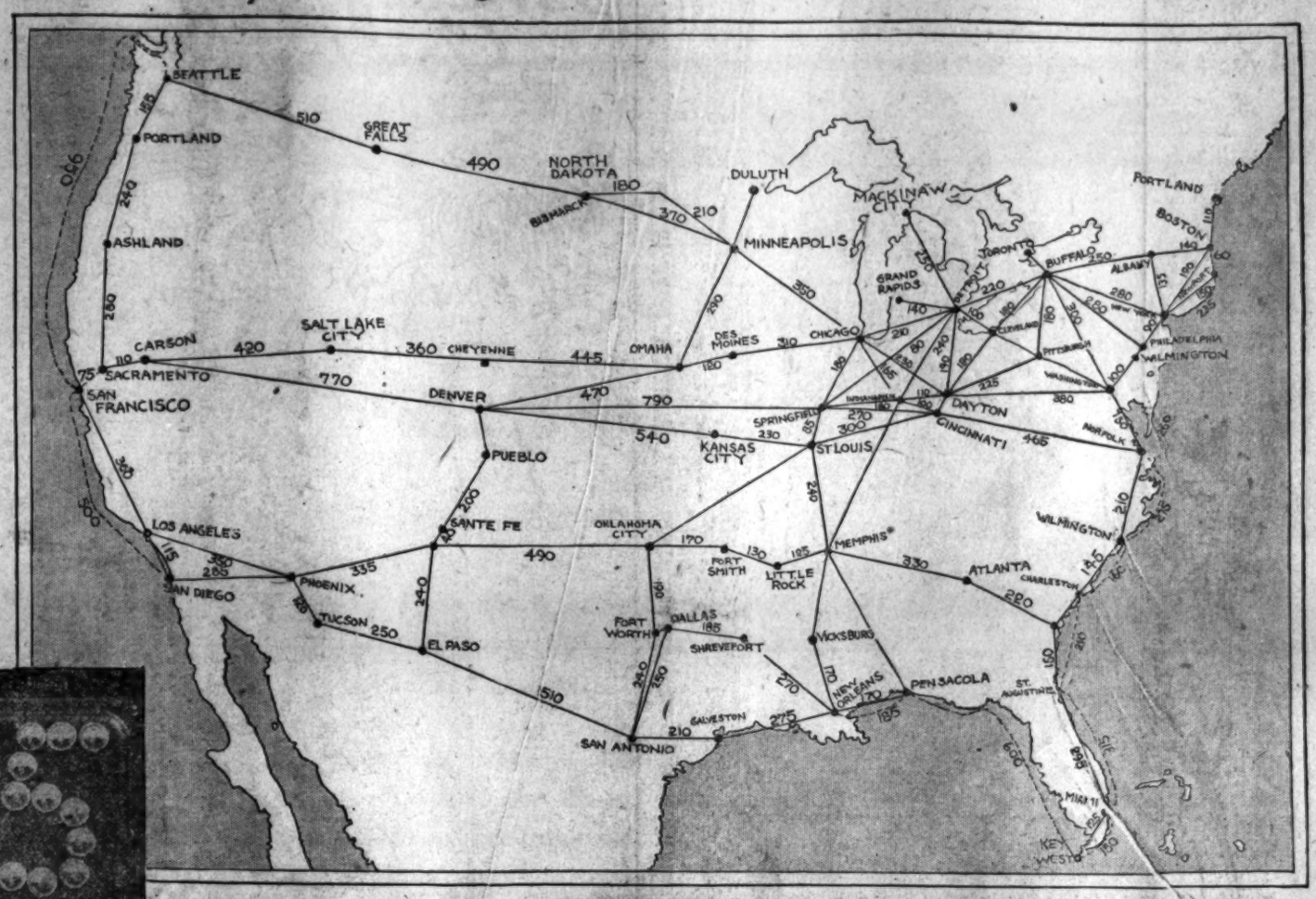
32. Should not an aviator be required by law to stop and give assistance to another aviator having engine trouble or any other serious difficulty?

33. Aviators who run machines for hire ought to be regulated, just as cab drivers are, but with more strictness because of the dangerous possibilities of their calling.

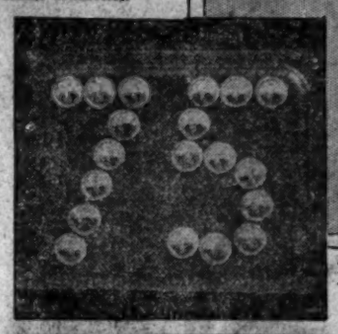
34. Shall we establish an International board composed of aviators, lawyers and scientists to regulate air navigation over the high seas and between nations?

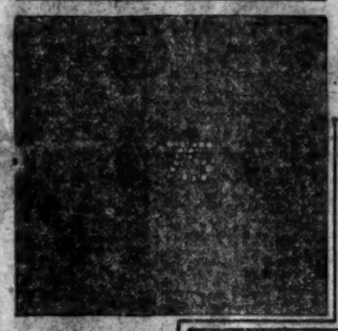
35. Will it be necessary for an aviator to land on reaching the frontiers of a foreign country for a customs examination and other search?

36. What remedy should a person have at law against an aviator who lays a strong searchlight on his bedroom window?

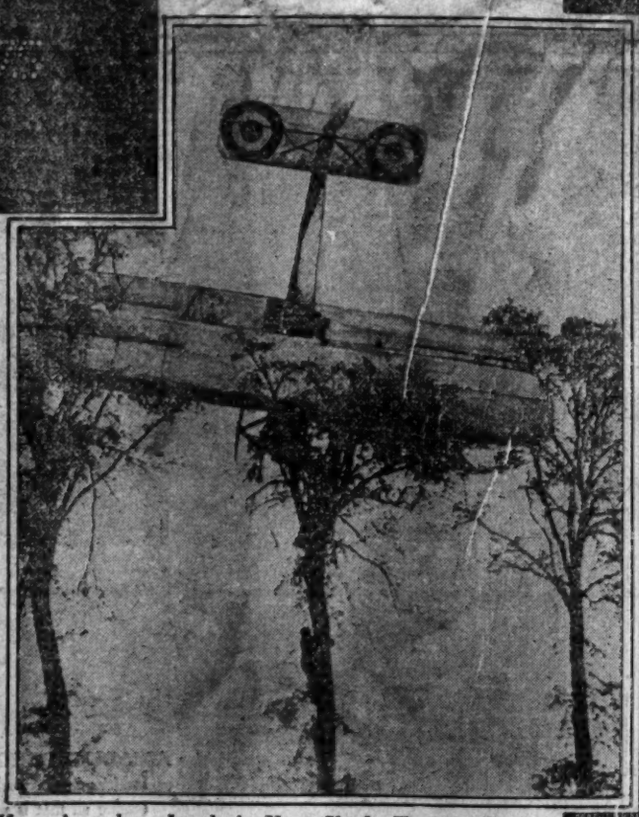


Aeroplane Highway Map of the United States Charting Important Routes and Distances Between Cities as Laid Out by the Curtiss Aeroplane Experts.

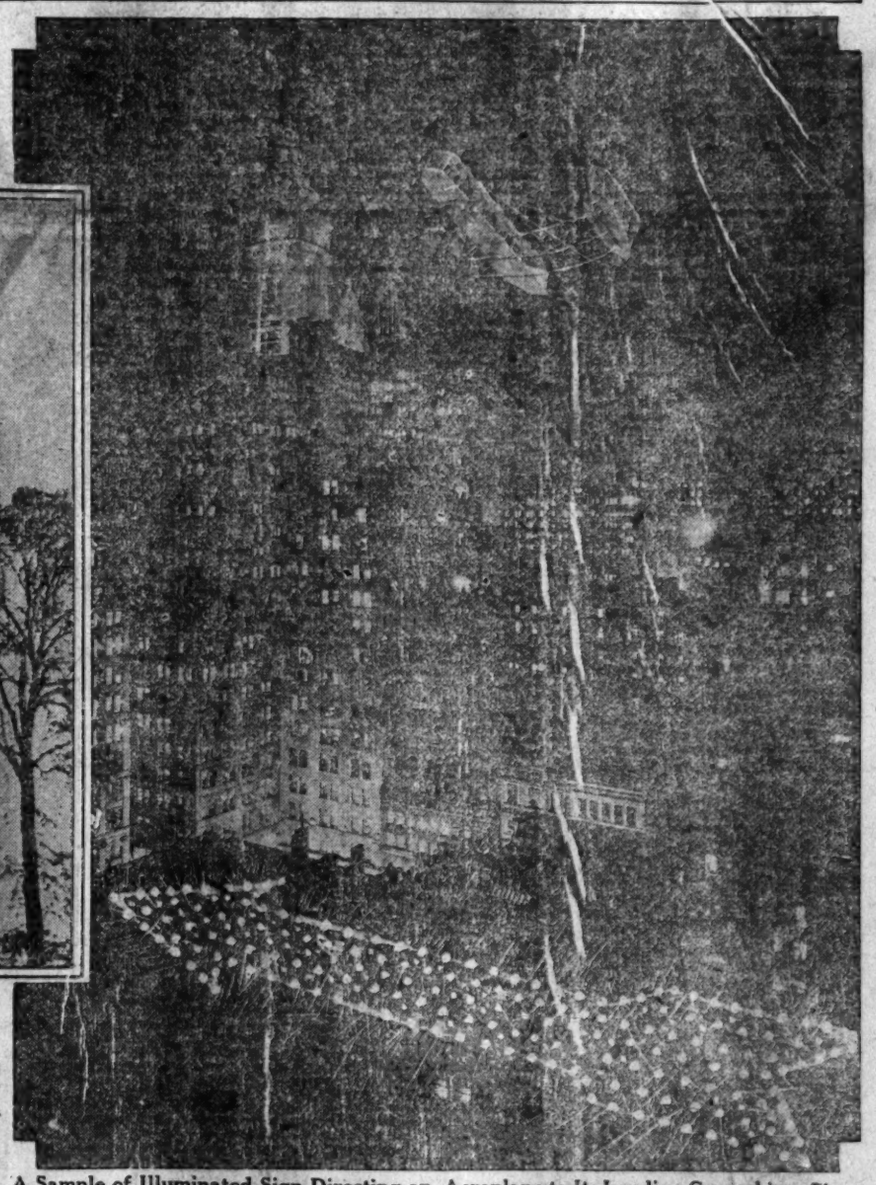




An Electric Night Guide and How It Looks to an Aviator Far Up in the Air.



If an Aeroplane Lands in Your Shade Tree or Fruit Tree Are You Entitled to Damages?



A Sample of Illuminated Sign Directing an Aeroplane to Its Landing Ground in a City.

The Newest Evening Gowns

By Lady Duff-Gordon

One of the New Chinchilla Opera Wraps

A New Evening Gown, with Skirt of Burgundy Velvet and Bodice of Blue Silk. The Lavish Use of Silver in the Costume Is One of the Outstanding Features of the Season's Modes.

Another Evening Gown of Clinging, Flame-Colored Satin, with a Distinctive Sash Girdle of Black Velvet.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

THE newest evening gowns have the same sparseness of drapery, the same straight lines, the same scantiness about the feet, the same scarf adjunct as had the gowns that were designed in the Autumn, but the colors are more cheerful. We are holding a sartorial celebration of the victory of the right in a happily terminated war.

On this page you see good examples of new evening attire. The large right-hand figure shows you a smart skirt of Burgundy velvet, bound and faced with pink satin. The bodice is of Canton blue silk, embroidered in silver. The sash train is of palest orchid chiffon. Like the skirt, it is finished by a border of pink. With this is worn a scarf of silver net, with a border of black fringe. The sleeves are of white, with an edge of silver ribbon.

Simpler, yet smart and semi-classic, is the other evening gown, fashioned of clinging, flame-colored satin. Notice the curiously graceful arrangement of the sash girdle of black velvet. It is drawn once around the belt line, once diagonally across the bust and is fastened at the waist line by a soft knot. One end extends down the side, following the line of the drapery. The other hangs at the side, a length of twelve inches. The wide, smoke-colored scarf is enriched by silver spangles thickly set. The Oriental head dress of silver net has a violet plume, upstanding, seeming to add to the wearer's height. Certainly it enhances the chicness of the costume.

Furs are preferred to all other fabrics for evening cloaks this Winter. The magnificent chinchilla wrap photographed for this page is a very good specimen of what we are seeing at the opera.

If I were asked to characterize the season's evening gowns in a word, I should say that this is a silver season. Never have I seen nor employed more silver. One of the handsomest gowns I have sent from my studio is a combination of cloth of silver and silver lace. It is made in the apron tunic style. Straight panels fall from the shoulders, back and front. These are of cloth of silver. They fall over a drapery of frost-like silver lace that shows richly at the sides of the gown. A silver cord encircles the waist and falls to the ankles in front. The skirt is edged with silver fringe. At the waist line on the right side is a pink rose.

Women's Blouses, Ever Useful, Harbingers Of Spring

The blouse is a sartorial robin. It heralds the approach of spring. It is the kind of accessory to a costume that both pleases and irritates. That it is usually wrong is the verdict of most women. When it is right it is very, very right, and that is the best that can be said for it.

Its possibilities for evil are not limited. Those who recognise that the neck line governs the appearance of the face know full well the chances for good and evil that rest in the collar of a separate waist.

There is no end to the making of blouses, as of books. No one can cavil at the paucity of these garments. Any shop in any town at any time is apt to confuse a woman with the multiple offerings hurled at her across the counter the moment she asks to look at blouses.

These bits of the costume are the small change of the shopkeeper. They are taken in and out of stock, off and on the counter, throughout the different months of the year. They fill in spaces. They break the monotony of business which arrives between the periods of high pressure. It is not true that a woman wants she can always get in this department of dress, but it is overwhelmingly true that whatever she says she wants is answered by an avalanche of designs offered to her as the best and the latest.

Oh! if only there were a censor to cut out forever from the vocabulary of those who sell clothes the expression "It is the newest thing!" Its constant repetition reminds one of the suggestion made by Ian MacLaren that it would be a good thing for the University of Edinburgh to have a chair of humor, for it would keep many a dry body out of the Presbyterian pulpit.

Out of the mass of women who search for blouses at this time of the year, and who are very often seduced into buying the wrong thing because they listen to the statement that it is the "latest thing," there arise a few women who really know what they want in blouses and who get it. Many know what they want in life, but few achieve it, which is an old bit of philosophy that applies to the art of apparel.

Certain shops rest firmly on this foundation of the individualist's insistence upon having exactly what she wishes. Some shopkeepers have been able to buy country houses and motor cars through catering to this class of women, and not trying to persuade them into buying a host of things which are not expressive of their type. Naturally, it would not be possible for the shops, great and small, to keep a limited line of blouses which some buyers have chosen for reasons good and true, for thousands of women buy a blouse as they buy a dog—with little actual knowledge of its good or bad points; they take the word of some one else and let it go at that. These women bring money to a shop, and they insist upon variety.

Out of this capriciousness arise millions of ill-dressed women. Variety may be the spice of life, but it is rarely the spice of dress. The woman who knows her type and sticks to it is the one who gets ahead above her fellow women, after the fashion of the asps in a Grecian urn.

The individualist, therefore, does not as a rule go to the large shops for her blouses. She goes to those certain small places that rest their fame on giving these women what they desire. Here there is no persuasive siren calls to buy something different from the last thing one bought. A woman does not have to go shopping with a bit of cotton to stop her ears. She orders her blouses for sports, for tailored suits and for indoor wear on the same lines year in and year out. They may differ in detail; they may be of different fabric; they may accept a new color scheme, but they remain true to type. The same pattern is used; the same neck line is indorsed; the sleeves are cut with the same curves. These women do not wish variety. They are not capricious. They have studied their style, their needs, their opportunities in work and in play, and they have made a definite decision concerning their clothes. After that everything is easy; it is only necessary to look after details, which consume probably one morning every six months.

The class of individualists is larger than that which insists upon its evening gowns being alike. This trick, you know, has become ultra fashionable. A woman chooses a certain type of gown, the slippers to go with it, and the wrap, and then she orders half a dozen in different color combinations.

Strange to say, the men indorse this plan of action more than one's fellow women. Whenever it is told to a husband or brother or any of the male species who pays or approves bills, there is a quick nod of approval and a rather patronising compliment. Men have the idea that if women take up this form of apparel they show sense; and it is well to hearken to these men, for one of the strange things on this planet is that they are usually better judges of what a woman should wear than she is herself. It is for that reason that the men dressmakers have made a great success of the world!

There is a well known story in smart circles of a woman who spent large sums of money on her clothes but was never satisfied with them. Her husband paid the bills ungrudgingly, but did not approve of her costumes. Finally, when the war had caused every one to eliminate the non-essentials in mental as well as physical activities, she went to him and said: "I have made a failure of my costumes for twenty years, and you have been a brick about paying for them. I am irritated beyond endurance with the whole question of choosing clothes. Now I put it into your hands. You are alleged to be an almost superhuman organiser. Turn your attention to my wardrobe, organise it, and I will abide by your decision for a year."

He accepted the proposition. She was quiescent. She did the actual choosing, but he organised the type of clothes she was to wear, and the financial expenditures. She has never been so well dressed. She not only acknowledges it but all her friends praise him more for this deed than for putting tremendous corporations on their feet.

It would take too much space to tell you just what he did, but he made her an individualist. Men never believe in indecision, you know, and they cannot understand whimsicality in clothes. Briefly, she wore stately evening gowns made on a certain pattern, in black, in white, in gray, in velvet, in satin and in tulle. She eliminated gewgaws, beads and bugles, jet and rhinestones, hanging cords, swinging tassels, floating garlands, ineffectual poses. She wore tailored suits on the street made on mannish lines and a certain cut of blouse that had been arranged for her after half a dozen failures. She wore flat, plain hats, eliminated veils; also patent leather shoes and pumps for the street. He carefully worked up a tremendous contrast between her appearance on the street and in the evening, but the general principle of her apparel ran like an undercurrent through everything she put on. Her comfort of mind has been unusual. She never bothers any more about whether or not she shall accept this or that fashion. Her dressmaker sees to it that the kind of gown she wants is ready for her.

Of course it takes money. There is the weakness in the whole structure. The woman of average income has to work very hard to achieve such success. But the episode is worth repeating, because it may fall upon a worried mind as a healing suggestion.

Of course there are new fashions in the blouses this spring. They have been shown to women; they have been purchased for the unusually large exodus to the South, and they will appeal to the majority of women during the next four weeks, when one's thoughts turn to the rehabilitation of the winter wardrobe or the acquisition of a new one.

There is no more paucity of invention in blouses this year than last. France and America have both done their best—and it is in this vast variety that evil possibilities lie. If women could be trained to regard the blouse as something fatal unless well chosen they would go about the business of getting together half a dozen with the precaution and precision necessary when walking on ice. They would not buy georgette because it is fashionable, tomato red because it was the style, nor would they choose galloon embroidery, shoe lace braiding or brass buttons because the designers had chosen to exploit these caprices. They would go among all the masses of waists with the precision of a bird flying to its nest. They would take the nearest straight line to what they want. If they did not find it they would go elsewhere; if it was not to be found in the shops they would have it made by a specialist of a seamstress from a well considered pattern.

As long as this method of buying blouses is the true one any other method is waste of time and money. What is gained by paying five dollars for a ten dollar blouse if it spoils a fifty dollar suit? Why pick up something that is new to wear with something that is old when the two have nothing in common? Why not carry an organised mind to the section of blouses and remember that square pegs will never go into round holes?

The part of the blouse that is very often fatal is the collar. There are few women who can stand more than two types of neck line. A woman should not rebel against this verdict. She should accept it and thus eliminate trouble. She should not experiment with blouses that do not carry either one of these necklines. She must remember that no blouse is worth its price if it hasn't the kind of collar that offsets the neck line of her coat. She must also take well into consideration the difference between a blouse which is to be worn as a part of a costume topped by a fur or cloth coat and one that is merely a shirtwaist and part of a tailored suit.

These are not all the requirements for success in buying blouses. A woman must have, or must acquire a true knowledge of the juxtaposition of fabrics. She must know what material in a blouse goes best with the material of her suit or her separate skirt and top coat. For instance: georgette, beaded in a bold design, does not go with a homespun or a cheviot suit. That is merely one example out of a dozen or two others that could easily be enumerated.

The truth about georgette—which is worth repeating because the fabric plays so dominant a role in separate blouses this year—is that it looks far better as part of a costume than as an addition to a coat suit. As a peplum blouse worn with a skirt of its own color, or in harmonious contrast to it, it is very good; not as good as satin or silk jersey, but commendable. It may be ornamented, if one can adopt that type of blouse, and even trimmed with beads, which is a debatable form of ornamentation on a separate garment but not impossible for certain types of women.

Because of the adoption of uniforms through the war there is a strong recrudescence of the tailored linen shirtwaist for women, especially in horizon blue, shrimp pink and dead white edged with color. These have tucked fronts, long plain sleeves, regulation armholes, turnover cuffs with link buttons, and the collar of a French student of the Second Empire.

Women have found that a rolling collar with a slight bit of starch, worn with a cravat, is an attractive neckline. Only the very young woman with a slim, smooth neck can attempt the high turnover collar, either starched or soft. Below a face that shows the marks of time this collar is impossible.

When the French designers made the peplum blouse and then sat back in watchful waiting for its success, which took long to come, they created something that was very worth while. American women see the light today, and they grasp with eagerness the possibilities of this outside tunic blouse.

It is difficult to persuade a certain set of women that there are other types of blouses. Nothing could induce them to return to the kind that tucks in under the skirt belt. They feel they have eliminated this awkward line around the middle of the body, and they choose all their

(Continued on Page 5)

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to the desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outercuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeard to be falling out rather more than was natural.

So I made her get some stallax at the chemists, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some coilandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artificial color has it deepens slightly in a warm almosphere, and thus appears absolutely natural.

La Vogue

The Test

Some one said, "The test of a store is its ability to serve." To a woman who knows and appreciates **clothes perfection** *there are many things that go toward the making of real service.*

First, there is **style value**—*the assurance that the newest and best will be offered for her inspection.*

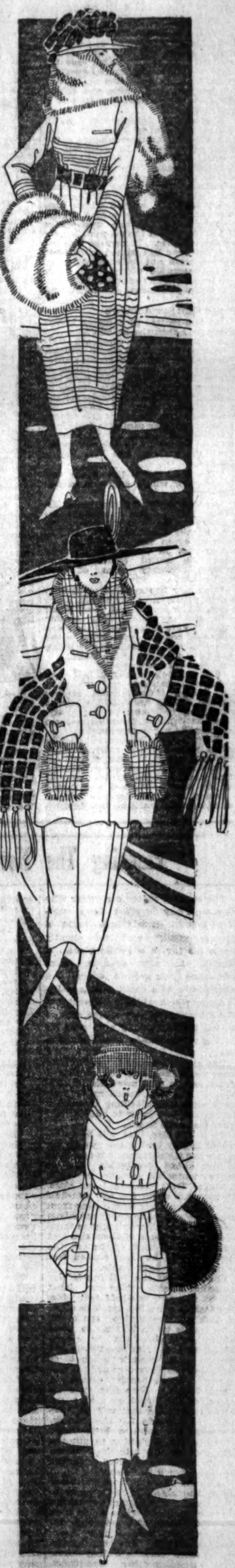
Second, there must be **variety** *from which to make selection.*

And, third, she must **know** *that the price will be right.*

Each day finds our resident buyers, who have an intimate knowledge of our requirements in the biggest apparel markets of the world—on the alert for the new and desirable—ready and eager to secure for us the privilege of showing the newest styles within the shortest possible time after they are shown in the fashion centres of the universe

Carrying at all times, as we do, the largest stocks in the Orient, **variety** *of style and fabric is assured.*

Prices: That we do the greatest volume of business in ready-to-wear, high-class ladies' apparel is acknowledged. This gives us a price advantage in the market and permits us to figure on a smaller percentage of profit on individual sales.



La Vogue

46 - NANKING ROAD - 46

AUTOMOBILES

SHANGHAI, SUNDAY, MARCH 23, 1919

Automobile Outlook Good, Says Willys-Overland Heaa

Leader In Motor Car Industry Sees Long Period Of Prosperity In Store

"The situation which confronted the industry at the time of the automobile shows last year was an exceedingly grave one. This year the issue we face is even more important to the industry and to the world. For in the period of peace and reconstruction the automobile must play a gigantic part."

This was the statement of John N. Willys, president of Willys-Overland, Inc., one of the foremost figure in the automobile world, in speaking of coming conditions. He continued:

"Fundamentally the automobile is simply a unit of rapid personal transportation. That is the real reason for its marvelous development. Every man and woman whose time was filled with intensified duties occasioned by the war appreciates the utility role of the automobile now as never before. It may be that before the year has passed automobile owners were not fully conscious of its indispensable utility. But today the world knows the epochal story of its accomplishments at home and abroad.

Motor Cars Saved France

"It is a matter of common knowledge now that the automobiles and motor buses which composed Galleani's gallant force saved France. We are told that a second time automobiles were the deciding factor at the battle of Verdun. We have had striking evidence of their efficacy in helping to win many victories for the supply army here at home. We have seen our neighbors and friends helping in motor cars with Red Cross work and aiding in the flotation of billions of dollars in the campaigns for Liberty Loan and War Saving Stamps.

"The automobile has made two hours grow where only one existed before."

Turning to the industry itself, Mr. Willys said: "The automobile industry emerges from war production with greatly added capacity, ready to take up again the manufacture of motor cars in increasing numbers with the added equipment and greater efficiency born of war methods.

"The war has enabled us to stop building cars, catch our breath, make plans, clean house and start again with clearer vision, with greater plans. The unfolding of these plans will be of colossal importance in the reconstruction of business and living conditions throughout the world.

Outlook Most Encouraging

"The outlook immediately before us is most encouraging," continued Mr. Willys. "Commercial reports indicate a good crop yield, which is usually an indication of prosperity. There is demand for all the farm produce the world can develop.

"With millions of men engaged in actual war fare and millions more employed solely in war production work, there has been an exhaustion of all kinds of commodities throughout the world. We are now facing a period in which America will be called upon to make up this depleted supply. France is not ready as yet to begin to help. Neither are other European countries in a position to supply their own immediate peace needs nor those of foreign trade markets to any great extent. America is entering a period in which she will be called upon to a perhaps unprecedented degree.

"We have a new consciousness of responsibility toward the lowered living standards of three-fourths of the world. American capital and enterprise will be needed in unceasing degree. The needs of the world will never grow less and America's part will not recede. In that lies an opportunity.

"There is no reason now why we should slip back from the peak production which was reached before the war. There will possibly be a slight slowing down in changing over to other kinds of work, but we should rapidly gather speed again in getting back on a peace basis.

Long Period Of Prosperity

"I think I am safe in anticipating a long, uninterrupted period of great prosperity in this country," Mr. Willys added. "The automobile industry will contribute a large share in this new era of plenty. When war needs forced a curtailment in automobile building the uses of motor cars were not lessened, they were rather increased. The individual purchase of motor cars has held back throughout the war. People who could not purchase cars and who were making their old cars do for the time being will now constitute a source from which we may confidently expect a strong additional demand during the next few years.

"The unavoidable curtailment in manufacture which many of us regarded with anxiety has in reality proved a blessing in disguise. This slowing up in production permitted the manufacturer to devote more time to future merchandising and engineering problems. This has placed the industry in position fully to cope with coming conditions, both from a manufacturing and merchandising standpoint.

"So, on the whole, I view the new era upon which we are entering with every reason for optimism. There must be a gradual adjustment in every line. With the whole world having been so recently turned topsy turvey, we cannot hope to reverse processes overnight. Neither would I lose sight of the fact that this new period is a momentous one in our history. We mustn't forget that America before the war was drifting into a stage which might have proved extremely dangerous had it continued. We were brought up with a jerk and have risen to a pinacle of achievement which we ourselves did not dream was possible. I have no sympathy with those who fear America may forget to live up to her new standards. We will never drift again into the old provincial habits of self satisfaction.

"Before us lies a world clamoring for our products. We must keep on. We cannot go back."

The Peerless Eight Makes Hit In Europe

Ten Thousand Trucks Gain Unusual Recognition By Work For Armies

That the Peerless Eight today is held in the same high regard in foreign fields that certain superior makes of foreign cars are held in America is indicated by the number of inquiries received by the manufacturers from distributors in Europe since the signing of the armistice.

Officials of the Peerless Motor Car Company attribute this new recognition of Peerless' method to the car's remarkable war achievements. Throughout the great conflict the Peerless trucks, in particular, demonstrated their capabilities by actual performances under unprecedented conditions.

So efficient was their work that it naturally came to the attention of thousands connected with the Allied forces. Ten thousand trucks in the service of the British armies were credited in numerous indorsements with having outworked and outlived all other like vehicles of war in use.

As a result of these facts the Peerless has gained such foreign recognition as has never before been accorded any American built car. It has come to be regarded as an example of superior American manufacturing genius.

What recently has become recognised universally abroad has been known in America for many years. Since its inception the Peerless Motor Car Company has occupied a place of distinction in the automobile industry. In the early days its engineers were responsible for many innovation in engineering construction and as the industry has progressed they have contributed from time to time certain features which have tended to revolutionise the building of cars.

Resales of this car recorded from year to year testify to the esteem in which it is held by the public. Motorists who purchased some of the first models produced have followed the Peerless in its great forward strides, showing their faith in Peerless engineering by buying as they were marketed new models in which were embodied new ideas.

This faith gradually has been engendered, through satisfied owners and by demonstrations of service, into the public at large.

"SPHINX" HATHI

Inspired by Mr. Rudyard Kipling's Jungle Books, with acknowledgments to that famous author.

"Listen my children" said Hathi the wild Elephant. "Ye have seen men travel on the wagon that hath no bullocks; fleeter than any of the jungle people, fleeter even than the sampbur and more silent than the young buck at the Waingunga. Now look ye at this I hold in my trunk. This it is that helps the man's fire-wagon to travel far and fast. It is strong even as I, and man calls it the Sphinx."

The Sphinx Manufacturing Company
Birmingham ——— England.

SPHINX

An illustrated catalogue of Sphinx Sparking Plugs suitable for all types of motor engines can be obtained on application to the offices of this Journal.

Planning The Home Garage

The average motor car owner who lives in a city does not have sufficient ground on which to build a private garage and consequently keeps his car in a public place. If located in the suburbs, most residences have ground enough on which to build a small garage and it is a very worth while investment, not alone because of the convenience of having the car nearby and also of having things handy with a place to work.

The average owner is not likely to have more than one car, so that a small garage will meet his requirements. The first questions that always arise after deciding to build a garage are how large to build it and what materials to use.

As to the size, that will be determined largely by the car owned, but if one has a small car, it is advisable to look ahead to a larger one as many motorists sooner or later graduate from the small car class. All cars are about five and one-half feet wide and their length runs from about twelve feet to about seventeen feet over all. Consequently as there ought to be a space of about two feet both front and back of the car, the garage should be from sixteen feet to twenty feet long inside.

The width of the building is also somewhat elastic. The car itself will be five and one-half feet wide. Two feet is none too much to allow on each side for working space and three feet is much better, so that this will total about ten or eleven feet altogether. Now most motorists want to do a certain amount of "tinkering" on their cars and for this purpose a work bench comes in mighty handy. Two feet wide is plenty for this bench so that about twelve or thirteen feet will be sufficient width inside for the garage. It is wiser to spend a little more money in the beginning to put the extra foot or two into the building than to skimp and find yourself crowded after it is finished.

Make the doorway from eight and one-half to nine feet wide so as to avoid bending mud guards or taking the door frame off when going in or out. The height of the door should be about eight feet. Hinged doors, swinging outward, are best for the small garage because sliding doors, while possessing other advantages, require a wider building, one at least double the width of the doorway. Hinged doors must, of course, be well built and strongly braced to prevent sagging and must be so arranged that they can be securely fastened back when open in order not to slam in a wind. This is the only objection to swinging doors.

As to the construction, fireproof materials such as solid concrete or hollow tile with stucco, are, of course, best from the standpoint of safety, but a frame structure is just as serviceable and generally cheaper. The floor should be of concrete at any rate, whatever material the building is made of, and the design of the building ought to harmonise with that of the residence. There should be plenty of windows, two or three on each side as well as small ones in the upper part of the doors, but it is a good plan to have shades at all the windows to exclude strong light which is injurious to tires and also to varnish to some extent.

The concrete floor should slope slightly toward the center where a drain is placed so that the car may be washed. A pit is not necessary as there are numerous objections to it and any work requiring one, most owners will have done at a repair shop. Have a water faucet with hose connection in one corner and also a small closet with shelves for keeping various supplies. There should be an electric light in the ceiling and a socket on the side wall for connecting an extension light.

The work bench is best located in front of a window. It should be made of two inch planks about five or six feet long and two feet wide supported on heavy legs so as to give a firm foundation when hammering and a good vise should be mounted on it. The various small tools needed will suggest themselves to any practical owner.

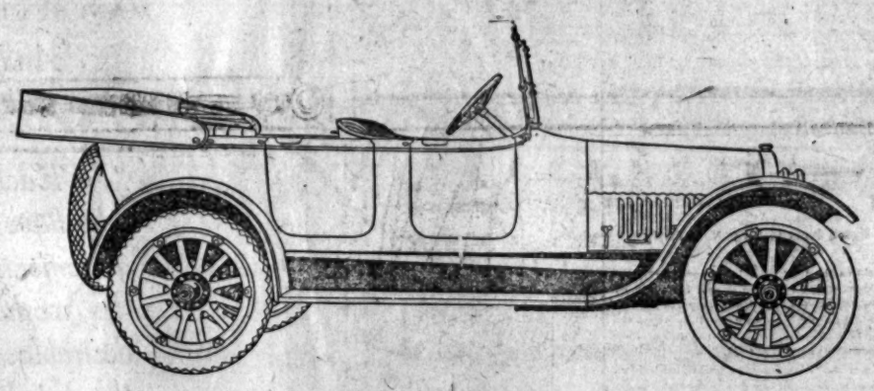
If one cares to go the slight extra expense, a small oil tank with pump adds to the neatness of the garage and makes a very convenient and clean way of handling cylinder oil. An oily waste can should be provided unless care is taken to dispose of any of this material at once, as it is dangerous to leave it around loose because of the fire hazard. A drip pan placed under the motor will keep the floor free from oil and it is easily cleaned.

The equipment is hardly complete without a set of jacks of some sort to raise the car off the floor if it is to be idle for a few days or more as this will save the tires. Other necessary items will include a floor brush, whisk broom, duster, chamois, sponge, hose and an extension light. An efficient fire extinguisher, easily accessible, ought also to be added.

HONIGSBERG Buick SERVICE

HONIGSBERG Buick SERVICE

Buick MOTOR CARS



The Car of Achievment

THE Buick valve-in-head motor car is rightly termed the "Car of Achievement." Its history is written in results. Like one who has lived to serve, it is known and valued for the things it has done and the things it has made possible.

Springing from the great valve-in-head principle, it has developed the possibilities of that principle so completely and so consistently as to acquire a remarkable range of serviceability.

To speak of power is to mention but a single Buick attribute. The same is true of economy, reliability, strength, performance, balance and convenience.

All these things the Buick possesses in a high degree, yet in its design and manufacture one is not sacrificed for another. They all combine to make it "The Car of Achievement"—the favorite among people who want things done quickly and certainly.

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HONIGSBERG Buick SERVICE

STUDEBAKER TO PRODUCE 160,000 CARS PER YEAR

Modern New Plant Will Add 100,000 Machines To Company's Annual Output

If nothing unforseen intervenes the construction of the modern new automobile plant which was started by the Studebaker Corporation at South Bend, Indiana, in 1916 will be completed January 1, 1920. Considerable progress in the construction of the new plant was accomplished in the execution of orders for military supplies for the Government and, when finished, the new plant will have a capacity of 100,000 cars per annum, which, with the facilities of the Detroit plants of 60,000 cars per annum, will double the capacity of the corporation and give it manufacturing advantages unexcelled in the country from the standpoint of efficent and economical manufacture.

The new plant at South Bend will be devoted to the production of the new Light-Four cars, while the Detroit plants will continue the production of six-cylinder cars and automobile parts. The layout and design of the buildings and equipment of the new plant are the concrete result of the experience and study of the engineers and manufacturing experts of the corporation, assisted by the engineering staff of James Stewart and Company, Inc., of New York City, whose long experience and engineering reputation are of world wide note.

The buildings are of modern type, concrete and steel construction, and are grouped to promote the simple, quick and economical movement of work in progress necessary to quantity manufacture and low costs. Adequate and convenient stockrooms are provided for finished products. Every known and proven mechanical device for reducing costs and eliminating handling, such as a standard gauge railroad with Studebaker equipment, industrial railways, traveling cranes, magnets, power and gravity conveyors and labor saving machinery are introduced in the best known arrangement. The total area of the buildings will be 2,384,500 square feet, consisting of a machine shop, assembling building, foundry, forge shop, heat treating building, stamping plant, tool room, car test building, storage building and shipping platform.

Another building belonging to the same group is a 8,000 H. P. power house already completed and equipped with sixteen boilers with automatic stokers.

This notworthy expansion of Studebaker's manufacturing facilities, coming at a time when the whole world is faced with problems of reconstruction, is ample evidence of the Corporation's unbounded faith in the future of the automobile industry. It offers most striking proof of the solidity and permanence of this world famed institution and its determination to keep abreast of the times, and maintain the highest possible degree of manufacturing efficiency.

AIRPLANE ENGINES NOT SUITABLE FOR AUTOS

Too Much Vibration And Roar For Motor Cars, Says Army Pilot

New York, February 9.—The suggestion that discarded airplane engines might under some circumstances be utilised for automobile use, made by Frank F. Tenney, Principal of the West Side Y.M.C.A. Automobile School, has aroused some comment among motorists. While acknowledging the novel interest in the subject, Harold L. Taylor of this city, a former army pilot and squadron commander, in a letter to The New New Times says that the future will undoubtedly bring forth a motor along the lines of an airplane motor, but to take a motor built for its highest efficiency at an altitude of 3,000 feet or more and run it on the ground would be a waste of labor.

"Airplane motors are always built of the very lightest materials," he says. "This means that the crank case is not very rigid. The timbers or beds on which the engine rests are carefully lined up and must be perfectly true so that the crank case will not spring out of shape when it is bolted to them.

"An airplane motor placed in an automobile is subject to vibrations and this engine vibration rapidly crystallises all the metal parts, which means that they are liable to break without being subjected to any great strains. Airplane motors run at nearly full capacity all the time and would quickly foul running at low speeds necessary for an auto engine.

"The terrific roar of an airplane motor would be a great annoyance to the public and it is impracticable to place a muffler on it on account of the importance of keeping it cool, which a muffler would prevent, causing the liability of the exhaust to burn. The high consumption of gasoline used up by a 150-horse-power airplane engine would make it very costly for the man who figures on using one of the discarded airplane motors in his car."

ITALIAN MOTOR EXPORTS FALL OFF DURING 1918

Export Of Touring Cars, However, Establishes A Record In First 6 Months

Italian motor car exports showed a falling off for the first six months of 1918, compared with the corresponding period of the two preceding years. From January 1 to June 30, 1918, there were exported a total of 2,356 lorries and touring cars, having a total value of approximately £1,400,000, compared with a total of 4,148 vehicles in 1917 and 2,731 in 1916. The number of touring cars exported during the first six months of 1918 was 728, this constituting a record, for the figures of the two preceding years were 244 and 569 respectively. The decrease was on the lorries, which dropped from the high figure of 3,904 for the first half of 1917 to 1,628 for the first half of the past year.

Italian imports of motor vehicles were very low during the first half of 1918, the value being about £15,000 for 92 touring cars and one lorry. For the corresponding period of 1916 the figures were 178 lorries and 9 touring cars. The following are the detailed returns, as issued by the Ministry of Finance, the values being in Italian liras:

Exports From Italy
Six months ending June 30, 1918

Year	Lorries No.	Lorries Value	Cars No.	Cars Value	Total No.	Total Value
1916	2162	29,319,100	569	6,110,750	2731	35,429,850
1917	3904	62,109,140	244	3,899,665	4148	66,008,805
1918	1628	24,363,000	728	11,476,000	2356	35,839,000

Imports Into Italy
Six months ending June 30, 1918

1916	9	94,000	178	1,811,427	187	1,905,427
1917	10	35,000	59	537,000	69	572,000
1918	1	25,000	92	350,700	93	375,700

Women's Blouses, Ever Useful, Harbingers Of Spring

(Continued from Page 3)

blouses after the tunic pattern, whether for tailored suits or for service with a separate skirt under a fur coat.

It is sometimes permitted to tuck the back of the blouse under the skirt, provided there is a front panel that drops, apronwise, below the waist, and an ornamental belt which runs from each side of it to the back. This is the most ingenious compromise between the new and the old blouses.

Fabrics are now chosen for these tunic-like garments that have never been considered in the making of short shirtwaists. Kid, for instance. That is a material unheard of among the weavers as part and parcel of women's apparel. Yet the new kid tunic blouses, sent from France and copied in this country, are excessively smart and better liked by certain well dressed women than the hip blouses of caracul cloth worn during the midwinter.

These kid tunics make a woman look amazingly like her Indian predecessors in this country. Colored skins are chosen, and on dark surfaces there is an ornamentation such as the Indians put on their pottery. Take a dark blue kid tunic worn with a black velveteen skirit, have it ornamented in a pottery design in yellow and black and a thread of dull red, and you get an exceedingly ingenious costume.

The milliners are quite willing to match up these kid tunics with turbans and the woman who likes to look like an Indian chooses a turban, not in kid but in taffeta, with upstanding quills painted at the tips.

France, having accepted the tunic blouse as something of her own invention, far more desirable than the American shirtwaist, has begun to play little tunes on the theme. Some of these novel touches are not quite desirable to the American eye. One isn't sure that going about with a pack of playing cards printed in colors on the surface of a tunic is living up to the requirements of a well dressed woman. There is a bit too much novelty about this; but it is a fashion, and as such must be reported and should be discussed. The Indian blouse, however, has far finer possibilities and proves a closer kinship to art.

It cannot be said that the revival of semi-precious lace and batiste collars is a new stroke in neck ornamentation, but it is a delightful fact and gains an appreciative hearing, whether new or old. We are heartily tired of collarless necks. We are tired of upstanding, outstanding collars. We want something that is becoming and takes away the often hard lines from the neck, face and chin of a woman over 30.

The lace collar surely does that. Its revival was told in this department fully three months ago, but the majority of shopkeepers and blouse makers turned their backs upon the fashion. Even up until this day dressmakers will tell women that the bare neckline is the latest thing. But the French blouses, as well as the very best from smart American houses, where one pays $125 for a waist, show V shaped or square collars of embroidered batiste or handsome lace, such as Belgian point, Cluny or old Honiton. Irish lace, Venetion point and filet are dismissed.

Every women does not wear this kind of collar. She is either opposed to it or hasn't yet made up her mind about it, so only the occasional smart blouses shows the revival of a fashion of another day.

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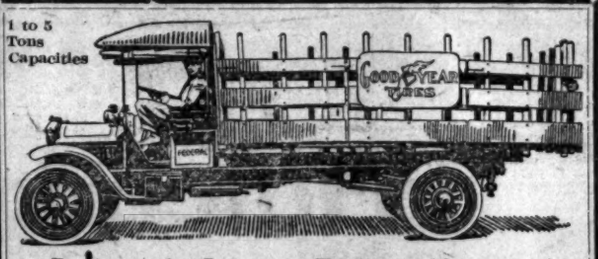

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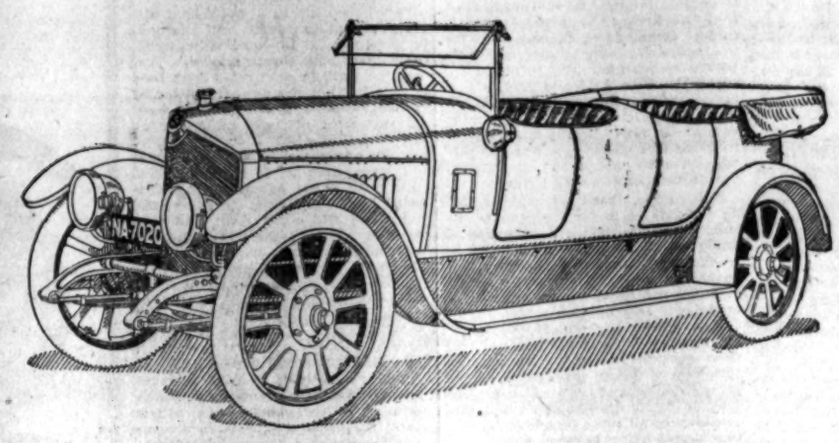

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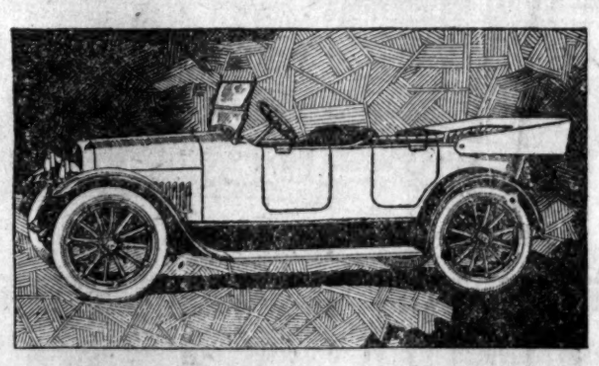

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The Hotchkiss Drive, Flexible Couplings, Intermediate Transmission, New Semi-Floating Rear Axle and Improved Oiling System, are a few of the many features which have been perfected for an owner's satisfaction. The car is light, strong, dependable; especially economical to maintain.

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Co-operation U.S. Fuel Shortage Remedy

By Alexander Johnston

"The perennial fuel problem will never be solved until the automobile industry and the petroleum industry get together in close and harmonious co-operation." This is the statement of Mark L. Requa, director of the oil and gasoline division of the United States fuel administration, whose position and accomplishment as what amounts practically to motor fuel dictator during the period of the war has given him probably a more comprehensive view of this problem than is possessed by any other man in the world.

"Here are two great industries," continued Mr. Requa, "which have gradually drawn together in their economic activities until today they are practically interdependent, so that neither could in its present state exist without the other and yet each industry is as profoundly ignorant of happenings in the other's domain, as if it did not exist. Not long ago I received a pamphlet written by a gentleman, whose name is a familiar one in automobile industrial circles; in which he announced that there was enough gasoline on hand now to serve us for two years, if production were instantly cut off. He also stated that the seepage in the mid-continent field alone would give us gasoline enough to carry us along for 200 years, irrespective of new discoveries. Both statements are without foundation and would never have been made by anyone even slightly familiar with the petroleum field. Such errors are mischievous at the present time, as tending to give a totally unjustified feeling of optimism regarding the fuel situation. If the automobile industry, through some committee or board, had been in close touch with a similar body from the petroleum industry, so that it could have had the actual facts, such nonsense as the above never would have been written."

During 1917 we drew 20,000,000 barrels on reserve storage of crude petroleum and in 1918 this will have risen probably to more than our domestic consumption and will be around 50,000,000 barrels in 1918.

Lowest Reserve On Record

Our reserves, compared to consumption, are less today than at any time since accurate figures have been kept by the government—that is 1907. Anyone who has watched the trend of gasoline prices for a number of years will remember how the line has run in a series of more or less sharply accentuated waves, down, then up, down again and up. At one time, not many years ago, we had ten cent gasoline in many parts of the country. Later the price crept up to twenty cents or more, then down to fourteen or fifteen cents and gradually rose again, until at the beginning of our participation in the war, gasoline was selling at about twenty-five cents a gallon with every prospect of its going higher. Government regulation held the price level during the war.

This up-and-down tendency is simply the result of the operation of the law of supply and demand and we shall probably see similar fluctuations in the future, but the close student of the situation will see behind all these temporary changes a slow, remorseless upward movement as demand outstrips production. The simple fact is that the production of motor vehicles of all types, cars, trucks, tractors, motor boats, stationary engines, multiplies every year, while crude oil production, though it increases, does so at a very much more moderate pace than these various industries that depend upon it for motive power.

An extremely interesting example of this tendency is to be found in the probable immediate future of gasoline supply. With the military demand for gasoline cut to a tithe of its wartime figure, with increased quantities of Mexican crude oil being imported, because of the release of shipping from military service, with the new Ranger oil field in Texas coming into heavy production of a crude oil particularly rich in gasoline constituents it would not be surprising if the near future saw a sudden drop in the price of gasoline. Particularly is this so with the winter months of normally decreased demand stretching ahead of us. This is Mr. Requa's suggestion, and motor car owners will undoubtedly take comfort in the prospect of lessened fuel bills for a period that may be long or short. If we said that fifteen cents gasoline is a development to be hoped for in the near future, we should not be far wide of the mark.

Must look 20 Years Ahead

But it is not the supply of today or tomorrow which interests Mr. Requa; it is the supply for the next ten or twenty years. And he believes that there is a tremendous piece of constructive work to be done in safeguarding America's interests not only in the domestic field but throughout the world as well, and to this end there should be most intimate and cordial co-operation between the automobile and petroleum interests. With the motor vehicle factories swinging back into peacetime production and preparing to turn out somewhere in the neighborhood of 2,000,000 passenger cars next year, not to mention the fleets of trucks, the armies of tractors, the fleets of motor boats that will be placed in commission, demand will soon assume again its commanding lead over production and we shall be faced by the same old condition, a rapidly rising price curve.

Industries Must Be Allied

It is to meet this situation that Mr. Requa suggests the close alliance between the automobile and petroleum industries.

"That the motor fuel problem is not only a possibility of the future, but even an actuality of the present, will be instantly understood by anyone who takes the trouble to make even a cursory examination of the facts of the case," said Mr. Requa. "In 1912 the production of petroleum in this country was 222,935,044 barrels of forty-two gallons. In 1916 the output of this basic producer of motor fuel was 300,767,158 barrels, an increase in four years of less than thirty percent. On the other hand, in 1912 there were about 1,000,000 motor vehicles in use in this country. In 1916 the motor population of the United States had risen to 3,561,738. This represents an increase of over 300 percent in four years' time. With one side of an equation growing less than thirty percent and the other side increasing more than 300 percent, the ultimate situation is not difficult to foreshadow. Moreover, taking into consideration that the immediate future is certain to see tremendous increases in the production, not only of passenger cars, which represented the principal increase between 1912 and 1916, but in motor trucks and tractors of various types, in motor boats and oil burning vessels of many types, the ratio of increase of demand over production will certainly not show any diminution in comparison with the past.

"Of course, there are other factors on the side of motor fuel end of the equation beside the mere production of crude oil. We have found methods, cracking processes to be exact, which enable us to get a greater quantity of motor fuel from a given quantity of crude oil. Improvements in engine design enable the motor vehicles of today to use a far lower grade of fuel than was possible a few years ago. In this way a larger proportion of the refined products of the crude is used in internal combustion engines. But even considering all these favorable factors the disproportion between supply and demand is enormous and constitutes a critical problem.

"It is partly because of this that I suggest co-operation and largely because the one overpowering fact demonstrated by this war has been that we need industrial co-operation and harmony rather than unlimited competition and distrust.

"I am not an automobile engineer so that I cannot speak from personal knowledge, but I have been informed that it is possible to design internal combustion engines which will consume much less fuel per mile than is now being consumed and of a much inferior quality. If this is a fact and the automobile industry faces the situation in co-operation with the oil men to effect this saving, while these latter are devoting their best efforts to increasing production, it would seem that we might cut enough off each end of our problem to solve it.

"I will confess to a belief that the petroleum in the earth will prove to be adequate for the uses of mankind for a very long time. I believe that new fields will be discovered from time to time in countries already producing petroleum and in new lands that have not yet given evidence of possessing such deposits. But I do not believe that our production of crude petroleum will ever again be so superabundant as to justify our calmly sitting with folded hands, deluding ourselves that everything will come right and that we shall have all the motor fuel we can use regardless of what we do. The United States' production of petroleum in 1890 was in round numbers 46,000,000 barrels; in 1900, 64,000,000 barrels; in 1910, 209,000,000 barrels and in 1918 it will be around 350,000,000 barrels. Projected at the percentage of increase 1904-1914, we shall require in 1927 something like 700,000,000 barrels. We seem to be only at the beginning of the gasoline era; a few years ago gasoline was to a considerable degree a wasted by-product; today it is the most important product of petroleum, amounting to almost fifty percent of the total value of petroleum products. With the record of the past as a guide, it would seem that the two great industries so interdependent upon each other should cooperate in bringing about the most efficient consumption of gasoline and the most intelligent understanding of each other's problems."

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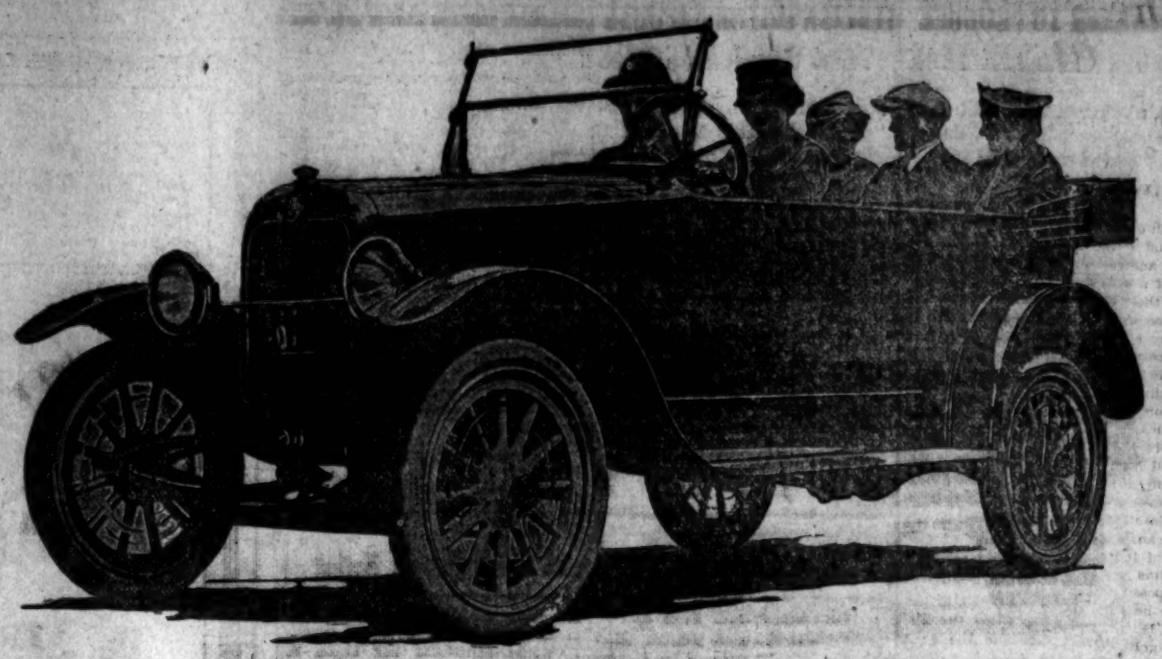

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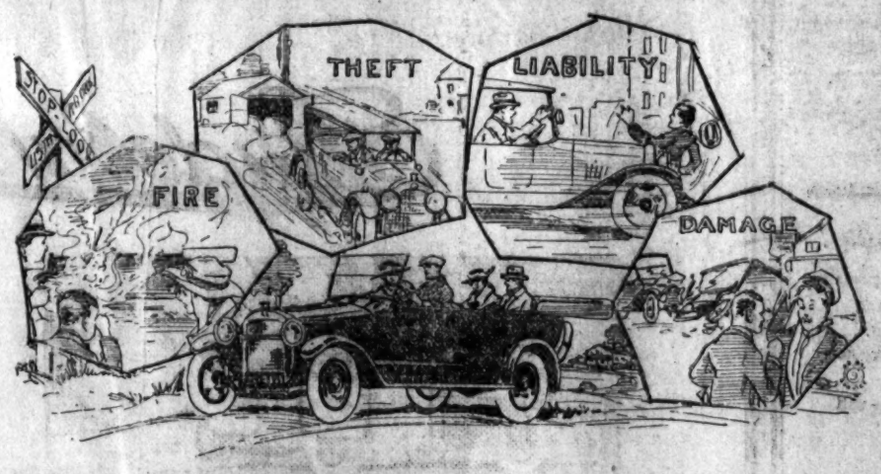

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'The Road To The Rhine' Blazed By Victor Hugo

Path Of American Doughboys From Chateau-Thierry To Border Same As Writer's Famous 'Voyage'

Francis M. Mansfield
(*In Motor*)

North of a line drawn approximately due east from Paris to the Lorraine border and to Metz lies the wreck and ruin of a devastated country; to the south the fair land of France still blossoms as the rose. Generalities only are here dealt with, and observations resulting from many journeys made before and since the beginning of hostilities.

Within the limits of this itinerary—350 miles, as flies the aeroplane, and 100 more zig-zagging north and south, but still heading in the same general direction—lies the venue of the four great events which brought the war to a close: the first Battle of the Marne and its sequence, the brave stand of the martyred Episcopal city of Rheims (which as much as anything made possible the solidarity of the French people), the majestic advance of the First American Army when they pinched off the salient of Saint Mihiel, in September, 1918, and the heroic four years' defense of Verdun.

Good roads there are and plenty, even today, throughout this region, notably the main thoroughfare, Route Nationale No. 3, from Paris to Metz and the Rhine. There are others that are mere sloughs, plowed deep by the traffic of literally millions of miles of automobile and truck traffic of an intensity which no highways of the world have ever known before—the single instance of the Verdun defense having accounted for 3,500,000 miles, and countless ton-miles which no one has ever figured, to its credit, which demonstration was the first grandiose effort of the automobile in war.

I recently came across a first edition of Victor Hugo's "Voyage to the Rhine," first written in French three-quarters of a century and somewhat more ago. There is no better road book to the region, no better guide than by following in the wake of his poste-chaise and mail-coach.

As did Hugo, we left Paris just before noon by the Route de Meaux. To the left Saint Denis and the wooded heights of Montmorency, hillsides that in the perilous days of early September, 1914, were bristling with the cannon of the outer ring of the Paris fortifications; they seldom fired their guns and then only at enemy air-craft, but they were manned and ready for any emergency.

The Route de Soissons branches off to the north. We left it for the Route de Chalons, as did Hugo. At Nanteuil le Hardouin there is the fragmentary remains of a chateau of Francois Premier and soon one sees the first grim finger-marks of war. Dammartin raises its donjon tower into the clear sky and from its topmost story one may still see Montmartre hovering over Paris, twenty miles away.

Towards Meaux the battlefields and their tombs are continually in view. The highway passes through Claye to Meaux—by the plus beau chemin du monde, said Hugo. One is inclined to think that it is a sixty foot roadway with side-paths and poplars lining it on either side and stretching away to infinity.

Meaux and its pre-war historic memories were an old story to us; so, too, its Hotel de la Sirene, where one may still lunch, or dine, with wine included, for considerably less than the equivalent of one American dollar, and this in spite of the fact that it is the first and the last rest-house of mark on the road to the Rhine, going to or coming from Paris.

Three miles out, at Trilport, is the dynamited, demolished antique stone bridge which was blown up by the French to hold back the German horde in its first raid across the Marne. Nine miles farther on is Lo-Ferte-sous-Jouarre redolent of many bloody contacts with the Germans and back still further in the ages of history reminiscent as being the stopping place of Louis XVI and Marie Antoinette on their way back to Paris after their capture at Varennes. The bridge of Trilport cost a sou to cross in Hugo's day. Today one may not cross it at all.

It was hereabouts that Hugo remarked that his conveyance was passed on the road by an enormous roulier d'allemagne—a parcels van for Germany. It was actually just here that we saw in the French commissariat service a great motor truck of German origin bearing the blazoned sign on its flank of a Dusseldorf furniture warehouse, one of the spoils of war which the Germans had left behind in their first retreat. The contrast seems worth noting. It was a sturdy truck of perhaps thirty horse-power, whereas Hugo's was drawn by "eight enormous horses."

From Meaux to Chateau-Thierry is twenty-seven miles, a brief hour by motor car. Here was the venue of the first American engagement on a big scale in France. Here in the Belleau Wood, just north of the town, was the beginning of the end for German arms. It is all set forth in history. Chateau-Thierry itself suffered from the bombardment of both sides. Its bridge, dating from 1621, was deplorably shattered and its old feudal chateau was turned into a fortified German abri with flammenwerfer for defense and machine-guns punctuating its battlements. The Hotel de l'Elephant is a historic rest-house, where one finds the classic good cheer of France today at prices little more than they were before the war. It possesses a souvenir of the grande guerre, itself in a big shell hole over the main entrance.

Hugo went out from Chateau-Thierry via Montmirail, where he visited, like any ordinary tourist, the battlefield of that name. Had he waited, his battle of Montmirail of 1814, just a hundred years before, would have paled into a garden party compared with that tragedy which went on here these last years. At Sezanne, where he relayed his horses, one is today in the center of a vast graveyard of the tombs of poilus which number thousands. At Montmirail General Von Einem of the German VII army made his G. H. Q. in the historic chateau of the La Rochefoucauld's and the little manor house of Rieux, where Lamartine once lived, nearby, was unspeakably defiled by the same unholy hands.

From Chateau-Thierry to Jaulgonne and Dormans, where the Americans held the Germans back from crossing the Marne for weeks, is fifteen miles, with a side-step of twenty-four miles to La Fere en Tardenois up and back, the whole region stained with the blood of the first American troops who crossed the Marne and closed the famous "pocket" as they did a fortnight later that of Saint Mihiel.

The Route d'Epernay, and the town as the peasant in the fields calls it when one asks his way, lies fifteen miles beyond Dormans. Epernay with its near neighbor Ay, and Rheims, but fifteen miles to the north, are the very heart of the champagne country—the wine country of champagne, which has its frontiers as specifically limited as the most definite political boundaries that international treaties ever promulgated. This means that no wine but that made from grapes grown in the region has the right to be called champagne, their being no such a thing as California champagne any more than there is Australian Burgundy.

Epernay boasts twenty thousand inhabitants and had most of them, in point of numbers at least, when Hugo made his mail-coach journey. It has also one really respectable architectural monument in the parish church but its real "sights" are the champagne cellars, which yearly have been filled with the blended juice of the black and white grapes during the war as they were before.

Elms, poplars and aspens line the broad highway from Dormans into Epernay. A fine road it is today but in Hugo's time he reviled it as being the "most horrible in the world." This was before the admirable French roadmaking machine, as it is today, the Bureau des Ponts et Chaussees, got into its gait.

Nineteen miles from Epernay lies Chalons s/Marne, for long the G.H.Q. of the French armies in the field, where also was one of the first, and the biggest, military aviation camps in France at Mourmelon le Grand, and the famous Camp de Mailly, where the Russian troops were first put through their French paces before their debacle.

Twenty-six miles eastward is Saint Menehould, famous for its succulent pig's-feet (which many people do not like and some do). It was the postmaster of Saint Menehould, Drouet, who stopped the fleeing Louis XVI in June, 1791, and made a new chapter of French history without the French nation of today might not have been what it is. Actually the arrest was made at Varennes, twenty miles distant across the Forest of the Argonne, another of America's battlefields of France.

Clermont-en-Argonne, where the highroad parts with that for Varennes, is a shambles. German shot and shell have left nothing of it but bare skeletons of walls. The Argonne Forest lies at its edge, every foot of the wildwood having been trod by American boys in khaki who for six weeks bored their way through the underbrush until they met the poilus of Gouraud's French army on its northern border just below Grand Pre.

Of Varennes much the same is true; its Hotel du Bras d'Or has disappeared, but its triangular little "place" (one cannot call a triangle a square) still has its outlines plainly marked as when the carriage of the fleeing Louis XVI and his queen was held up a century ago. The old hotel of the time, the Grand Monarque, with its swinging sign, was still in existance a dozen years ago but it is non est today, like its more modern confrere.

The circuit of the Argonne, celebrated first as a battlefield by Dumouriez in 1792, which ended in the battle of Valmy, is a veritable epitome of the prowess of the American troops in their September advance—Grand Pre, Sommerance, the Hill of Montfaucon, well over a thousand feet, 500 feet above the valley of the Meuse, and Cierges are place-names well up in the gazeteer of the annals of the American forces in France. You will not find them set down in any of the conventional road books, not even Michelin's Guide gives them, but they exist nevertheless and are plainly marked on the excellent Taride maps which were made accessible to Americans by the A.A.A.

Next perhaps the most historic twenty miles in the world today—Clermont-en-Argonne to Verdun. The "Sacred Way" which, linking up with the Boulevard of Victory and the Frontier Highway of the Vosges and the Jura, combines, into an itinerary which runs from the North Sea to the Swiss frontier. For "actuality" as the movie films have it, it is without a peer.

One enters Verdun still by the Porte de France, which bespeaks its frontier patrimony; one leaves by the Route Nationale No. 3 for Metz, the ancient capital of Lorraine. Briey and its iron-fields, which gave Germany its raw material for its hail of shot and shell, is 26 miles to the north, and Saint Mihiel, ragged on the edges but still practically intact as a whole, as is its Hotel du Cygne—today a thoroughly and distinctively American army rendezvous—is twenty-one miles to the south.

Saint Mihiel is the piece de resistance of all the towns of France which will most find popular favor in the eyes of the after-the-war American tourist to the battlefields. Its American history began on September 12 and 13, 1918, and its own juvenile existence began as far back as 706 A.D. First an abbey foundation of the Benedictines it became the capital of a Duchy, one of the fiefs of the House of Lorraine. Louis XII and Richelieu captured the town from the Duke by a vigorous campaign, a fact which has always demonstrated its importance in the strategical game of war.

Nearby another link with America projects itself on the screen—the Chateau of the Comte de Chambrun, a lineal descendant of the Marquis de Lafayette who, with Marechal Joffre and Premier Viviani were the first Frenchmen of mark to be welcomed in the United States after it had come into the fold of the Allies. With the American troops the Comte de Chambrun entered his paternal chateau for the first time in four years on this historic occasion.

Metz is forty miles from Verdun, via Mars la Tour—the ancient customs frontier and a battlefield of the war of '71 and Conflans. Gravelotte, another historic Franco-Prussian battlefield, lies three miles off the highroad when soon after the triple line of forts surrounding Metz comes into view.

Metz is the most ancient of the Roman towns founded by the conquerors of Gaul. From Metz there radiated six great Roman roadways—two from Metz to Rheims, two from Metz to Treves, one from Metz to Strasbourg and one from Metz to Mayance. These were the progenitors of the modern French roads system.

The dolorous history of Metz only began with that of the Franco-Russian war of '71, when the army of the French Marechal Bazaine, composed of the II, III, IV and VI Army Corps, plus the Imperial Guard—150,000 men, all told, delivered itself and the town to the enemy. Since the treaty of Frankfort, Metz was the garrison of the XVI Army Corps of Germany, nominally 14,000 men, increased to 18,000 men in 1900, at the moment of the opening of hostilities, to 27,000 and actually, upon the signing of the armistice with the Allies, to not less than 50,000 men. From 1900 to 1906 Germany spent the equivalent of $4,000,000 per year upon the garrison and fortress of Metz, in all perhaps $40,000,000 since Germany, by the treaty of Frankfort, held possession of it.

By the Faubourg of Saint Symphorien the Allies—headed by Marechal Petain—entered Metz on November 17, 1918; by the same gateway through the many century old walls will enter by road those who would worship at this shrine of history in years to come—Metz, the fortress-buckler of France, now French again, by grace of God and the genius of Foch. American big gun artillery had been almost under its walls for weeks but out of deference to French policy refrained from bombarding it. It fell to the Allies without a shot being fired.

From the walls of Metz stretches out the lowlying plain of the Rhine. On the utmost height of the old citadel walls there stood a group of American and French soldiers. "Le Rhin est la."—"The Rhine is there." This, they were explaining to one another. The Rhine country of itself forms another link in the itinerary of the greatest war of history which American abroad will not want to miss—when the bars are let down and when the quarter of a million automobiles which the French fondly think are already chugging away on the New York docks awaiting the word that the road is clear.

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Vital Role In War Played By Automotive Engineers

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No engineering society gave greater service to the United States Government during the war than did the Society of Automotive Engineers. When the history of the war is written it may well be found that automotive supremacy was the deciding factor. The superiority of the Allied motor transport system and the Allied supremacy in the air had an immediate bearing upon Allied victory.

The submarine chaser, the airplane and seaplane and the blimp were of vital importance in overcoming the submarine menace. Foch's unrelenting pursuit of the German hordes was made possible by the motor truck and the ordnance tractor. The automotive engineer is responsible for the design, production and operation of the apparatus which played so large a part in winning the war, and to him credit must be given.

These facts are well known to those who are familiar with the work of the S. A. E. in the war. The society has done its bit, and its record is one of which its members are justly proud.

The part played by the automotive engineer was truly of great importance and through its membership, as well as in more direct ways, the influence of the S. A. E. was felt in no uncertain manner and to the great benefit of this and Allied countries in the prosecution of the war.

To tell the whole story of S. A. E. work in the war would require a volume, but some of the more conspicuous accomplishments are here recorded and are worthy of the consideration of those who would know how great a service the society has rendered.

Truck Standardisation

For several months prior to the entry of this country into the war committees of the society, at the request of the Transportation Division of the Quartermaster Corps, made a careful study of military truck specifications, starting with a draft originally prepared by that department.

The engineers engaged in this work were those who had long been intimately associated with the design and production of commercial trucks. The specifications adopted as a result of these deliberations did not constitute a standard of the society, except in so far as S. A. E. standards already existing were incorporated, since it was then as it has always been in the past and continues to be the policy of the society never to establish standards involving the design of a complete automotive vehicle or of the various assembly units which go to make up such a vehicle, but rather to confine attention to such details as offer practically no legitimate grounds for creating a design not in harmony with standard practice.

Shortly after the adoption of these specifications by the War Department, it developed that the product of many of the parts manufacturers did not fulfil the specifications. As a result there were called meetings of manufacturers of transmissions, engines, axles, springs, universal joints, radiators, etc.

The purpose was not to modify the War Department specifications, but to bring about such interpretation of them as would result in the production of parts as well as complete trucks in sufficient number to supply the army adequately with trucks of the type desired, and composed of interchangeable assembly units so far as possible. In some cases it became evident that the parts of units of the different makes might well be made interchangeable.

Meeting In Ohio Called

Partly as a result of these conferences and partly from lessons learned in observing the performance of various makes of trucks on the Mexican border, and in use by the Allied armies, the Government reached the conclusion that no make of commercial truck fulfilled as well as was desired the severe conditions which it had became apparent a military truck would be called upon to fulfil. Therefore, in July, 1917, a meeting was called at Columbus, Ohio, for the purpose of carrying to a logical conclusion the work considered in prior conferences.

Every one legitimately interested, so far as was known, was invited to attend. Sixty truck manufacturing companies were requested to have their engineers and executives attend to comment upon the work. A full and frank discussion was asked for at the meeting for the purpose of closing the matter in such a way as to bring the best results in the design and production of a truck especially suited for army transport service.

A number of truck manufacturers offered objections at the meeting to standardisation work of this character. The Government representative present announced that truck models for military use would be completely standardised, and that there was sufficient time for carrying through such a program.

At this point the Government took over completely the work of standardising its truck equipment. The society as such did not pursue the matter further, from that time forward, although many of its members were intimately connected with the work undertaken. The Government, having decided upon a policy to be followed, was of course under the necessity of engaging engineers who could devote substantially their entire time to consummation of the program laid down.

The result has been a truck designed especially for military purposes and his youthful teammate looked to the army and others in an excellent position to judge of its merits as the best truck for such purposes in existence.

The work thus accomplished was the subject of special recognition on the part of the Secretary of War, who publicly thanked the society and its members for the patriotic service rendered.

As a logical development of this work a separate department of the army known as the Motor Transport Corps has been organised, and a program of complete standardisation of trucks used for military purposes adopted. Thus the army was enabled to concentrate on the production of a few standardised models for trucks instead of being under the necessity of furnishing parts for the keeping in operation some thirty odd different makes or models. Just what this would have meant had the war continued is easy for one who has handled the spare parts problem to realise.

As another logical outcome of the work in which the S. A. E. co-operated there has been established an engineering department of the Motor Transport Corps, the function of which is to handle the design of all motor driven vehicles required for transport service in the army. Such a department was a prime necessity and has already eliminated much unnecessary duplication of effort.

Co-operation With Council

The S. A. E. was one of the first engineering organisations to offer its services to the Government after the declaration of war on Germany. One early result of this offer of co-operation was the creation of an automotive transport committee composed of members of the society and representing each of the major branches of the automotive products section of the War Industry Board, an organisation which rendered very valuable services not only to our own country but to the Allied Governments, whose representatives sought its advice in the purchase of many varieties of automotive apparatus.

Even before the creation of this committee the society, at the request of the Secretary of the Navy, appointed two of its members who had been presidents of the society members of the Naval Consulting Board, an organisation which rendered very valuable service to the nation.

One of these past presidents later became chairman of the Aircraft Board, a group of patriotic men of affairs, which, though they labored under great difficulties, performed service of unquestioned value to the Government, among other things arranging for the design and production of the Liberty engine. This engine, as is now well known, proved suitable for production in large quantities, figured largely in the plans of the Allies for driving the Hun from the air and carrying the war deep into enemy territory. This accomplishment added another page to the achievements of American automotive engineers during the war.

Activities In The Aircraft Field

Both of the engineers who figured prominently in the design of the Liberty engine were members of the society, one of them being an officer of the society at the time the work was undertaken.

Through the design and the original models of the engine were produced in an inconceivably short period of time, much development work was necessary to perfect the new engine, as was naturally to be expected. This development work, as well as most elaborate preparation for the production of the engine, was carried out in large part by members of the society. It is indeed true that the society as such had little to do either with the design or the development of the Liberty engine. It was, however, distinctly the product of standardisation, and standardisation has been fostered by the S. A. E. as in no other society.

In fact, through the activities of the society probably more than in any other way, automotive engineers have come to think in terms of standardisation, without which product such as the Liberty engine is quite impossible, at least so far as quantity production is concerned. Many standards created by the society prior to the war were incorporated in the Liberty engine. The society also assisted in the creation of many other standards of great importance in the aircraft field.

Another and very logical outcome of S. A. E. work in aircraft standardisation matter was the creation of an International Aircraft Standards Board, the chairman and most of its members, so far as this country was concerned, being members of the society whose experience had been gained in serving on the S. A. E. standards committee.

The International Aircraft Standards board made a trip to Europe early in 1921, and laid the foundation for international co-operation in aircraft standardisation matters. This resulted in inestimable good to the Allies as well as to this country.

Similar co-operation in aircraft standardisation matters was brought about with the Navy Department, with which most cordial and beneficial relations existed.

Research Work Valuable

Other members of the society serving both on the committees of the National Advisory Committee for Aeronautics and in co-operation with the National Bureau of Standards, helped to bring about research work of no little importance in the Government program. One result of this work was the design and establishment at the Bureau of Standards of so-called altitude laboratories in which it was possible to submit engines to test under the low pressure and temperature conditions encountered in actual flight. Laboratories of this character were a novelty in the field of engineering and were the means of securing much data of great value.

The aeronautic division of the standards committee of the society held many important sessions during the war and adopted many standards for aircraft parts and materials which were later of great benefit to the Government in the preparation of aircraft specifications. This work was done at a time when few appreciated, as did the society with its long experience in standardisation matters, the need and value of such work without which production in quantity is beset with the greatest difficulties, if not impossible.

Among the various problems that confronted the army at the time of the entry of this country into the war was that involving the design and production of tractors suitable for the haulage of ordnance and ordnance supplies. To this was later added work of a similar character in connection with army vehicles commonly known as tanks.

In this work members of the society again played a prominent part. One of its past presidents was placed in charge of tank engineering work, and a past vice-president in charge of work involving the design of tractors for the haulage of artillery in the field, as well as for the handling of ammunition, ordnance repair shops and the like. This work involved not only the preparation of design, but production in such great quantities as would truly have amazed the German had he been able to hold out long enough to witness the opening of a campaign in 1919.

Foe Escaped Much

Those who do not know how much was accomplished in this field not only by those who took the prominent part but also by many who did splendid work as subordinates of all grades from draughtsmen to chief engineers, will find it difficult to appreciate what a terrible punishment was meted out to the foe. Had he chosen or been able to hold out a few months longer, he would have been faced by mobile guns so designed as to be quickly moved by independent tractors and by others mounted directly on tractors which can change their position in an incredibly short time, and thus render it virtually impossible for enemy aircraft to "spot" with sufficient accuracy to enable opposing artillery to get a correct range and direction.

Such equipment was designed and in process of development and construction by automotive engineers, long before the armistice was signed. By its use so rapid would be the advance once started that nothing but surrender could have saved the foe from utter destruction.

In short, through the efforts of the automotive engineer, provision had been made whereby the entire army would soon be as if it were mounted upon self-propelled vehicles of such type that even the destruction of roads would have been of little moment, since the vehicle could negotiate almost any kind of ground.

The German may well count himself fortunate that he did not have to face another campaign. Such knowledge as he must have gained concerning the vast production of such apparatus as has been here mentioned was an element which contributed largely to a defeat which came earlier than even the optimistic had thought possible.

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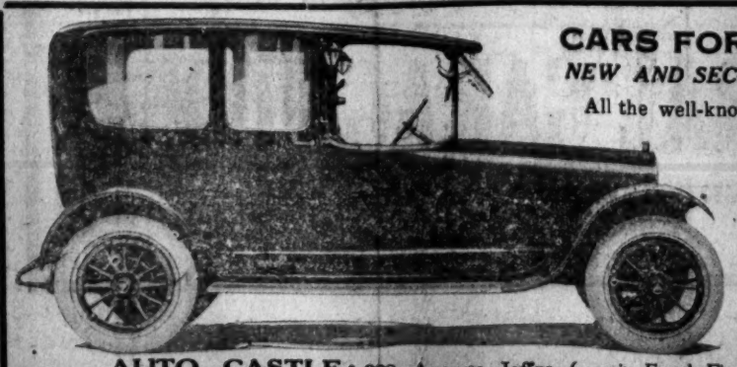

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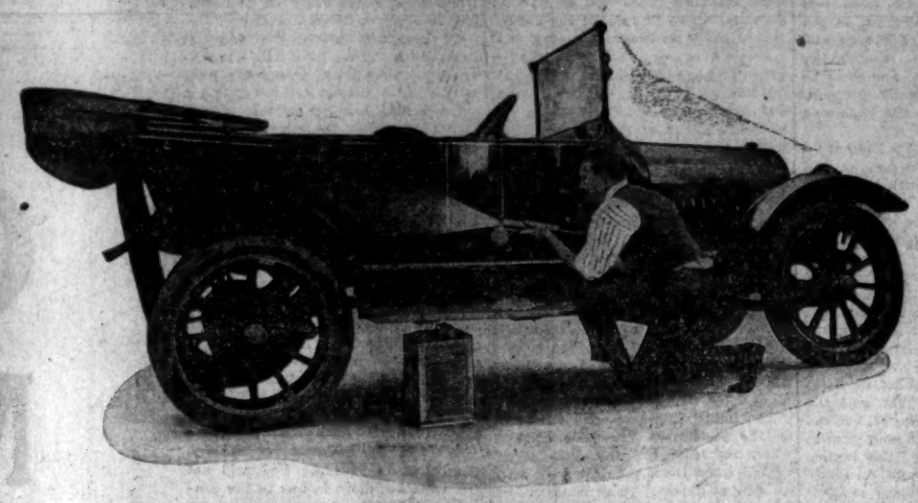

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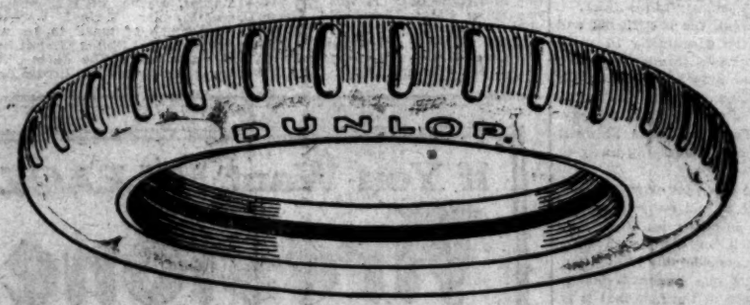

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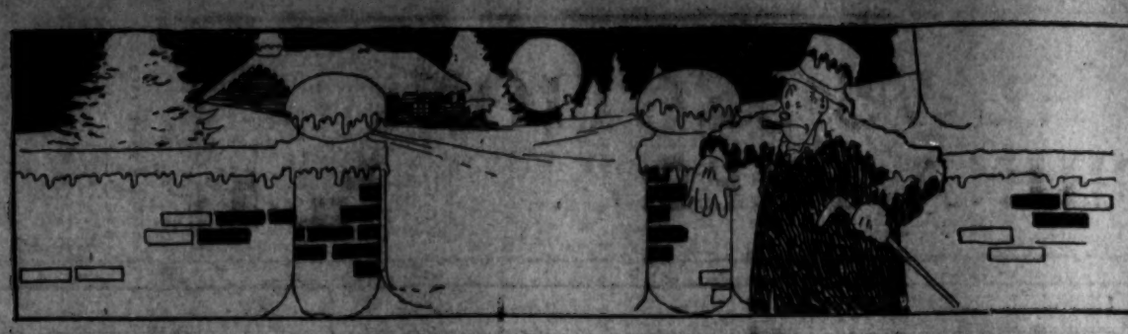
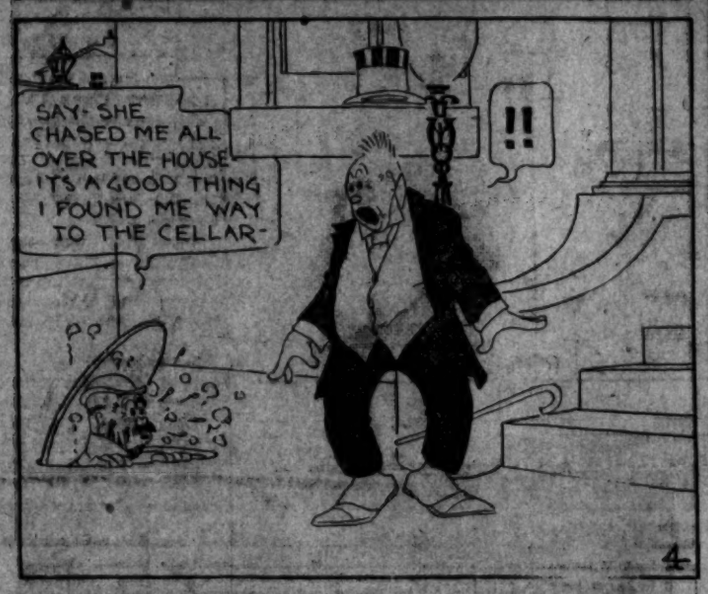


Sporting and Comic Picture Section
Sunday, March 23rd, 1919

Bringing Up Father

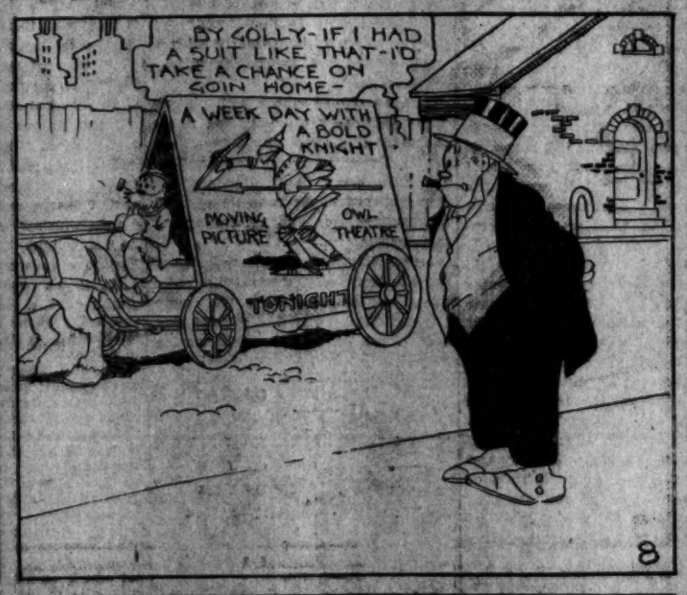
WHAT'S THE MATTER· JIGGS? YOU LOOK LIKE THE MIDDLE OF A HARD WINTER·
I WUZ PLAYIN' CARDS LAST NIGHT AN' FORGOT TO GO HOME·NOW I'M AFRAID·
1

WHY DON'T YOU MAKE UP A GOOD STORY?
SAY·I'VE USED EVERY STORY IN THE WORLD:
YOU KIN HELP ME·YOU GO IN AN' KINDA PAVE THE WAY FOR ME·SHE'LL LISTEN TO YOU·
2

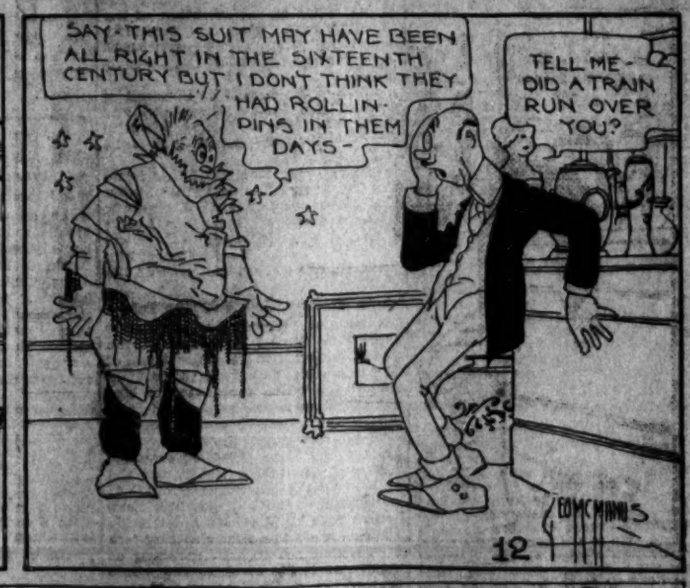


OH: HELLO·MRS. DUGAN· WILL YOU GO IN AN' TELL MAGGIE NOT TO BE ANGRY AT ME· YOU CAN TALK TO HER:
I'LL BE GLAD TO DO IT FER YOU·MR JIGGS YOU HAVE BEEN SO GOOD TO MY HUSBAND:
5

SHE'LL GET AWAY WITH IT ALL RIGHT·
MAGGIE AN' HER WUZ GREAT PALS IN THE OLDEN DAYS DOWN IN DUFFY'S ALLEY·
I KIN ALMOST HEAR THEM TALKIN' OF OLDEN TIMES!
6


BY GOLLY· IF I HAD A SUIT LIKE THAT· I'D TAKE A CHANCE ON GOIN HOME·
A WEEK DAY WITH A BOLD KNIGHT
MOVING PICTURE
OWL THEATRE
TONIGHT
8

MANY A KNIGHT IN THE SIXTEENTH CENTURY HAS FOUGHT A BATTLE IN THIS SUIT OF ARMOUR!
WELL TONIGHT IS ANOTHER NIGHT THAT IT IS GOIN' TO SEE A BATTLE!
10


SAY· THIS SUIT MAY HAVE BEEN ALL RIGHT IN THE SIXTEENTH CENTURY BUT I DON'T THINK THEY HAD ROLLIN· PINS IN THEM DAYS·
TELL ME· DID A TRAIN RUN OVER YOU?
GEO MCMANUS
12

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, MARCH 23, 1919

SKOTTOWE CUP MATCH IS DRAW

Recs And St. Xavier Teams Battle Ninety Minutes Without A Score

GAME TO BE PLAYED OVER

Full Of Thrills And Brilliant Work But Team Play Is Lacking

There were twenty-two good players yesterday afternoon on the Police Ground when the Recs and St. Xavier's turned out to battle in the final for the Skottowe Cup. After ninety minutes play neither side had scored and the game was called off as a draw. I believe it is usual to reach a decision by playing an extra ten minutes each way, but both teams were obviously tired after some fast play and the referee, Mr. W. C. G. Clifford, gave permission to all of us to go home. A return game is certain and all the arrangements can safely be left in the hands of the Secretary of the Football Association who happens to be the said referee, Mr. W. C. G. Clifford.

It is usual to put in a line at the end of a football story to say that the whistle was held by Mr. Referee and that he gave satisfaction. Yesterday the game ran so fast from beginning to end, so much excitement was engendered amongst the big crowd, that if the man who held the whistle had made a slip in his decisions there would have been a regular tornado of hot air. It is upon his firm work and impartial orders that the referee yesterday is to be congratulated.

Twenty-two good players, divided up into two elevens, and if either team had only remembered that by working together the other side would have been swamped, the story would have been different. Everyone was so keen on winning that every ounce of football they had in them was put into the game with the result that the spectators were treated to some tremendous thrills, there was lots and lots of fine individual work, but what was lacking, and is so often lacking in a really big match, was concerted action.

Team Play Is Lacking

The play opened with the Recs defending the goal nearest to their own pavilion. To begin with St. Xavier's went away with a great dash and challenged the Recs goalie. Some good work on the part of Seredkin and Quincey effected a deliverance and things eased up for some minutes. Then it was the turn of the Recs. With Cooke, White and Sofoulis in the van they simply swarmed around Wilson but the shots went wide. Some fine centering on the part of Gussie White went begging and a great pot shot from far out by Cooke was nicely handled by Wilson. Sofoulis was always on the lookout for a getaway but those wonderful solo efforts of his did not come off. Johnson was keeping an eye upon the brilliant little Rec.

In this opening half Wade in taking a charge had a nasty tumble which laid him out and forced him to leave the field. From this moment the Recs were handicapped by having to play only ten men. By the way they also had to turn out without their back, Ben Smith, while St. Xavier's were without two of their regular first men, Encarnacao and Gutierrez. The subs, however, played well up to form.

There was the greatest enthusiasm when the College boys, after some minutes running about, at last netted the ball. Everyone shook hands with everyone else on the St. Xavier's side, and all the time Ref. Clifford was pointing to the goal area. Offside. And they took it like lambs, but they were disappointed.

Finish Full Of Thrills

In the second part both teams ran themselves to a standstill at least in one part of the game, but the enthusiasm of their followers acted like oxygen, and it was in the very last stages that we were all on tip toe. Backwards and forwards went the ball, in and out went the long legs of Johnson, away raced Sofoulis, shot after shot came from the boot of Cooke, dashes down the wing by White, punching on the part of both goalies at the ball, everyone shouting to everyone else just what to do, mild excitement when the horses went by, but—no score. It was a great game in many ways, and the big crowd went away well satisfied with the exhibition that they had witnessed.

For the Recs Remedios in goal was a cool as the Arctic regions. He certainly can keep goal. Seredkin used his wonderful speed to harry anyone who came near his citadel. In the half line Hansen was invaluable, while in the attack White, Sofoulis, Wade, Manley and Cooke all played well.

St. Xavier's was excellently served by the whole team, and if there was any combination in the game at all it was seen in their ranks. Wilson had to put up with a good deal of knocking about but he kept his goal intact. Johnson, at center half, was probably the most effective man on the field. He is a worker all the time. d'Aguiar was always on the ball and came near scoring time and time again. There is to be another race meeting next Saturday but it is to be hoped that the Race Course will again be available for the return game. But this can be left safely in the hands of the Sec. A goodly sum will undoubtly accrue for the B.W.W.A. treasury.

Smiles from the Mixed Court

There being dissension in the Mo family Madame Mo packed her share of the household furbishings into three boxes and announced that she was going over to live with mother. Mo said that program suited him right down to the ground and so they said goodby, waiving the formality of farewell kisses, and the incident seemed to be satisfactorily closed.

And so it would have been but for Tsang Yoong-faung. Tsang, it seems, was a sort of a mutual friend of the estranged pair. He happened to be lingering around the neighborhood when Mme. Mo flounced out of her former domicile. Inquiring politely into the reason for her determined and vocally magnificent exit, he expressed a seemly sorrow over this lamentable condition of affairs, indicated a grieved assent to the many shortcomings of Mr. Mo and offered to see that Mme. Mo's boxes reached her mother's home in safety. Mme. Mo said how nice and kind a man Mr. Tsang was and what a noble example among an overwhelming majority of masculine vipers. Whereat Mr. Tsang blushed becomingly, made deprecating remarks about the duties of friendship, loaded the lady into a ricsha and stated that he would follow presently with the boxes in other ricshas.

While the prodigal daughter was regaling the maternal ears with vivid descriptions of the disqualifications of friend spouse things were happening to her baggage. After he had seen the lady off Tsang engaged two ricshas and drove madly to the Poo Tsung lodging house. Dashing to his room he unpacked the boxes, made a hasty selection and paid a brief visit to an adjacent pawnshop. Then he repacked and made delivery of the boxes. Shortly thereafter, in some weird roundabout fashion, Mr. Mo heard of these pernicious happenings to his wife's belongings. He assured himself that, personally he didn't care a hang whether his erstwhile helpmeet's embroidered frippery ever reached her or not, but he couldn't help regarding Tsang's action as a pretty low-down kind of a trick. And in this frame of mind he went over to Tsang's boarding house and paid that gentleman a memorable visit.

The Mos, husband and wife, necessarily met in the Mixed Court room in the course of giving testimony and while Tsang was drawing his three months' sequestration the Chinese attaches began laying bets as to a reconciliation in the Mo family. Thus does the impish joss of love in springtime upset the less impulsive dispositions of the joss of general providence.

'An' Then We'll All Go Home!'

Sounds of revelry by night issuing from a wineshop in the Dong Ka Loong attracted the attention of the C.P.C. on beat. Glancing at his nifty enamelled wrist-watch he noted that the hour was considerably post-midnight.

"What's the idea?" he inquired of Koo Ah-men, the genial proprietor of the samshu palace. "Ain't you aware that the doch an' dorus limit is 12 o'clock?"

"Sure," said Koo, "but this is no mere mercenary attempt to collar a few cash after hours. Everybody here is a friend of the house. I can't shoo 'em into the street."

Koo's easy going hospitality set him back $5, aside from the costs of the treats.

In Shansi Loo They Tell The Tale

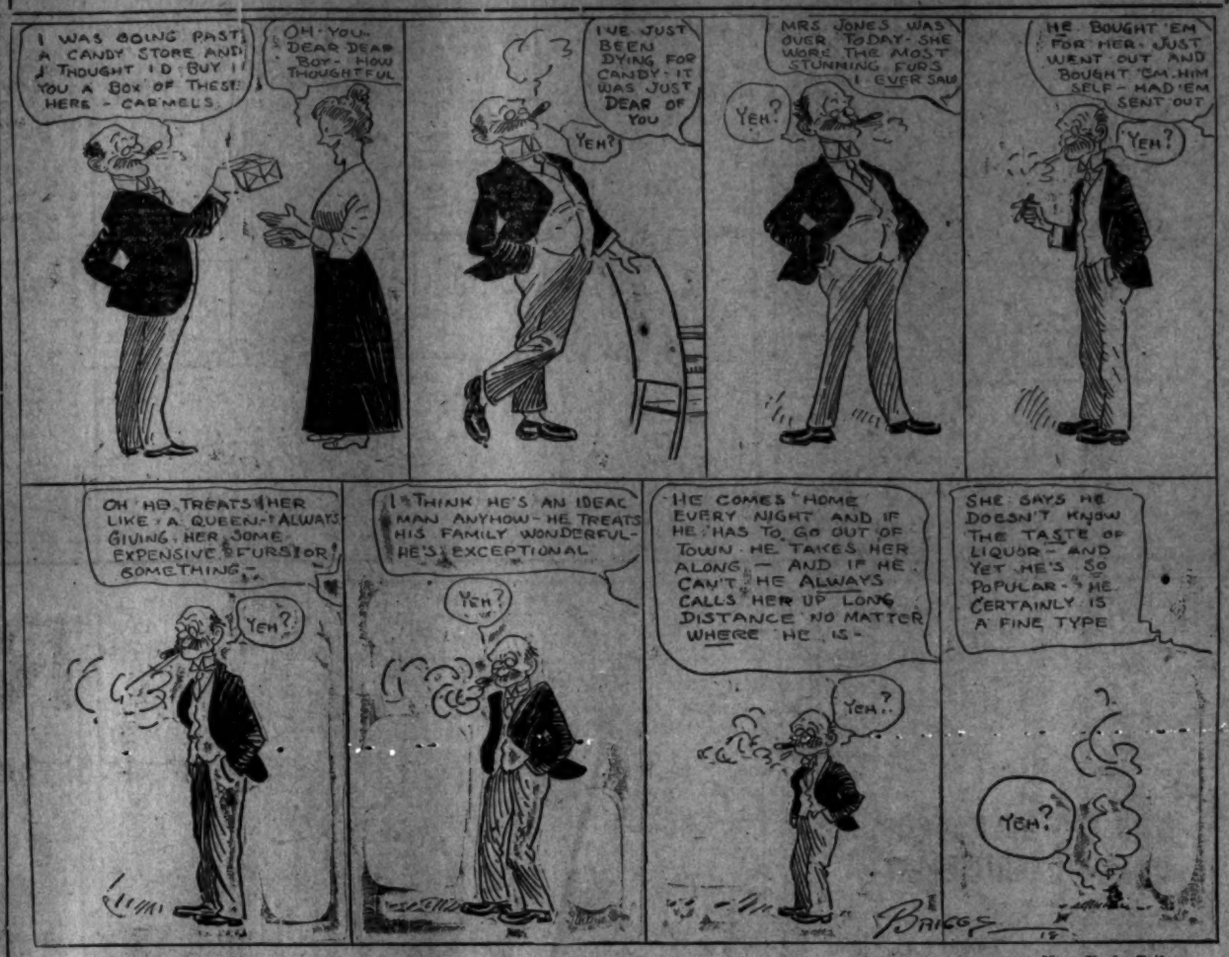
Up and down the cavernous reaches of Shansi Road and in the gilded environs thereof the fame of Kyeu Ah-foh reverberated with a rising tone which threatened to blot out all minor keys. In the gay grots where the gliddier members of the ricsha yankers' and the barrow propulsors' guilds gathered of evenings for a festive fling Kyeu was the nightly theme for exclamations. It was whispered that he had been seen at Tsihg Ah-foo's fashionable dispensary on the corner setting 'em up in genuine 40 H.P. gaoliang of Tsing's preferred stock to the whole crowd. From the leading teahouse of the district came the report that he had flashed a roll of notes of the approximate circumference of a section of firehose. It was said that he had stood sponsor to a four-handed session with the dominoes for four nights running in the most elite gambling emporium of the neigborhood. It was common knowledge that Kyeu traveled with a wake of thirsting, famishing young bloods a block long and the swath he slashed among the fairest of feminine Shansi Loo was certainly disheartening to the average run of knights. The old stagers shook their heads skeptically over some of these excited reports but all admitted that as a spender Kyeu was a total eclipse to any rollicking roisterer since the good old days.

Among those to whom came these dazzling tales was Detective Yi Vung. Now Det. Yi knew Kyeu as an humble pilot to a public ricsha and it was hard for him to associate the youth with the word wealth. Obviously the matter called for investigation. Kyeu later gave the same explanation he made to the policeman to the Court.

On a certain night, he said, he had taken an obviously absentminded sailor as fare. Having conveyed him to his destination he bent to smooth out the cushion for the next passenger and his hand encountered a roll of bills totaling twenty Mexican dollars. Of subsequent events his recollections were somewhat hazy but he protested that he didn't know he should have notified the police of his find.

Kyeu really needed the three days' rest the Court ordered for him.

It Happens In The Best Regulated Families By Briggs


I WAS GOING PAST A CANDY STORE AND I THOUGHT I'D BUY YOU A BOX OF THESE! HERE - CARMELS.
OH YOU DEAR DEAR BOY - HOW THOUGHTFUL
I'VE JUST BEEN DYING FOR CANDY - IT WAS JUST DEAR OF YOU
YEH?
MRS. JONES WAS OVER TODAY - SHE WORE THE MOST STUNNING FURS I EVER SAW
YEH?
HE BOUGHT 'EM FOR HER - JUST WENT OUT AND BOUGHT 'EM - HIM SELF - HAD 'EM SENT OUT
YEH?
OH HE TREATS HER LIKE A QUEEN - ALWAYS GIVING HER SOME EXPENSIVE SURSIOR SOMETHING -
YEH?
I THINK HE'S AN IDEAL MAN ANYHOW - HE TREATS HIS FAMILY WONDERFUL - HE'S EXCEPTIONAL
YEH?
HE COMES HOME EVERY NIGHT AND IF HE HAS TO GO OUT OF TOWN HE TAKES HER ALONG — AND IF HE CAN'T HE ALWAYS CALLS HER UP LONG DISTANCE NO MATTER WHERE HE IS -
YEH?
SHE SAYS HE DOESN'T KNOW THE TASTE OF LIQUOR - AND YET HE'S SO POPULAR - HE CERTAINLY IS A FINE TYPE
YEH?
BRIGGS

—New York Tribune

At The Theaters

William S. Hart in a five-part Ince production, "The Desert Man;" a Pathe Weekly that shows President Wilson in France, the armistice celebrations in Paris and the British fleet in German waters, and a comedy, "Do Husbands Deceive?" comprise the program for the Apollo Theater beginning tomorrow night.

Today's matinee at the Apollo features Charles Ray in "Sudden Jim." Irene Castle and Antonio Moreno in "The First Law" head tonight's bill. For Thursday the management announces Bryant Washburn in "Kidder and Company."

"Sapho," with Pauline Frederick, and two episodes of "The Bull's Eye" are on the Olympic Theater program this afternoon and tonight and by special request the management will screen "Tarzan of the Apes" tomorrow night.

The Isis Theater has secured "The Count of Monte Cristo" and the first epoch of four parts is to head the program tomorrow, Tuesday and Wednesday. The final episode of "The House of Hate" and the 15th and 16th instalments of "The Mystery Ship" will be screened this afternoon and tonight.

A clever colored singing and dancing pair, Low Jones and Miss Claire are appearing at the Carlton Cafe with a repertoire of new numbers. They entertain both during and after dinner.

How Bids May Vary In Auction Bridge

By An Expert

New York, February 1.—While duplicate auction may not be particularly useful as a test of comparative skill owing to the diversity of the opponents, it is unquestionably a great educator in the matter of bidding tactics.

In the ordinary rubber, both players and spectators can readily see where the result of the play might have been very different, analysing the hand on the "if-you-had" system; but the changes that might have arisen had the bidding been different are beyond imagination.

As an illustration of how divergent the bids may be on precisely the same cards, all starting with the same original call by the dealer, take this deal, No. 8, at the Knickerbocker on December 26 last, dealer West:

H.—K 9 6
C.—Q 10 9 8 6 5 4 2
D.——
S.—8 2

H.—8 3 2
C.——
D.—A K Q 7 6
S.—K J 9 5 3

H.—J 10 8 5 4
C.—J
D.—8 5 2
S.—A 10 4

H.—A Q
C.—A K 7
D.—J 10 9 8 3
S.—Q 7 6

Z dealt, and at every table seems to have started with no trump. From that point on, no two tables bid or finished alike. At one table, A passed, so did Y and B, and they set the no trumper for 100 points. A opened the king of diamonds, and B dropped his second best, the five, marking him with only one higher. When Z played the trey, he was marked with four more diamonds (by B's echo).

Shifting to his long suit, A led a small spade and the return of the ten caught Z's queen. After the spades A made two more top diamonds; eight tricks, aces easy.

At another table, A doubled Z's no trump bid, and Y passed the buck, when he should have bid four or five clubs. B answered the double with two hearts, which Z passed. Instead of letting the heart contract stand, or supporting it, with three cards in the suit, A shifted to three diamonds, a suit that he knows nothing about. This Z doubled.

Then A made another error, and bid three spades, a suit that he knows no more about than the diamonds. He should have gone back to the hearts. Z doubled three spades and set the contract for 100, owing to A's optimistic play.

Y led the club and A trumped it. This is the first mistake. He should have discarded a useless heart. Dummy can trump the next club lead, if it comes. Overlooking the fact that Z has doubled his diamonds, A apparently assumes that they will drop and gets out all the trumps, catching Z's queen by the finesse.

On the first diamond lead, Y let go a club. A then shifted to the hearts, Z won with the queen, made the ace and led the ace of clubs, so that A lost three more tricks. That A could have made three spades doubled is shown by the play at another table at which A bid two spades over Z's no-trumper and was left to play it, Y passing.

Y led the club, but A refused to trump it, discarding a heart. Z led ace of hearts, and shifted to the diamonds, which Y trumped. Y's king of hearts caught Z's queen. Another heart was covered by dummy, trumped by Z and over-trumped by A, who picked up the trumps and discarded two losing diamonds on dummy's two established hearts, making three by cards.

A's shift after getting B's answer to the double is bad bidding. At one table B was overcalled by Y with three clubs, and A went to three and finally to four hearts, which held. They made four hearts, as it is impossible to lose more than three tricks, all in trumps, no matter how Y and Z play their cards. Even if Y ruffs a diamond B goes game.

The only correct bidding on this hand appears to have been confined to one table. A passed Z's no-trumped bid and Y took it out with five clubs, which he made without any trouble, as it is impossible for A and B to make anything but two spade tricks.

SCHOOL FOR CARD PLAYERS

Auction Bridge. K. W. C. says: The contract is in spades, player to the right having bid up hearts. A leads a small heart and dummy lays down king small. Before dummy plays B plays the ten, holding A Q J 10. The declarer plays a small heart and then puts on dummy's king, whereupon B takes back the ten and plays the ace. The declared demands that he play the ten. B insists that Z, by playing to the trick before dummy played, accepted the amended play, condoning the error.

There is nothing in the laws about condoning a branch of law No. 71, which says that if either adversary or the declarer play two or more cards to a trick the declarer may call one of them to be played and the other as exposed. The declarer's play to the trick has nothing to do with it.

* * *

S. N. P. says: Dealer, Z, bids a heart, A doubles, Y passes and B bids two diamonds, which Z doubles and A passes. Does this double on Z's part show control of all suits but diamonds? If so, should Y take Z out of the double, holding four clubs to the queen, four small diamonds, jack and two small spades, with two small hearts?

A's double is supposed to show winners in all suits but hearts, Z's bid. Z's double might mean anything from a bluff up. Better leave him alone, as Y cannot assist hearts.

Harriers End Season

Smith Takes Final 3-Mile Chase

The Harriers enjoyed their last cross-country race of the spring season yesterday when a fair field of runners took to the fields in the Kiangwan district. R. Lawrie Smith, the promising youngster who has been figuring prominently in most of the recent chases, took first honor in the 3-mile jaunt. Second place went to M. Moosa and Tom McKenna was third man in.

The pack kept well together throughout the first two miles, the winner forging away to the front for the last third of the journey.

Next Saturday under the auspices of the Harriers' Club will be held an open 10-mile road race which is expected to be productive of some interesting competition. As things look at present one of the likeliest contenders is a young Japanese who is doped to exhibit a humming pace in the long grind. The Harriers' best long-distance man, Beneman, is at present in Vladivostok so the club is handicapped in its entries, but several independent entrants are in a class which insures a hot contest. Entries close tomorrow night and should be sent to Mr. F. W. White, 38 Kangse Road. Preparations for the Harriers' Club's sports meet of May 3 are going on and the collection of prizes already secured is such that a record entry should be attracted. A large number of exceptionally handsome and valuable trophies have been received for the event, notably a fine big cup from Mr. Morriss for the 220-yard championship and another from the Stock Exchange for the 2-mile bicycle race. Harriers' Club men and other aspirants are training now at Hongkew Park. Entries should be sent to Mr. White.

Frawley Co. Returning

A week from Tuesday night Shanghai will welcome the Frawley Company back to the local stage for a brief engagement after a successful tour in the south. The popular group of artists, who gave playgoers here such pleasure last year, have announced a run of three productions for their stay. On April 1 and 2 the bill will be "Bought and Paid For," on April 3 and 4, "A Pair of Sixes" and on April 5, with matinee, "Pair and Warmer." The latter two are comedies of lengthy metropolitan duration and the first piece is a drama of equal popularity.

The Frawley Company returns to Shanghai with a new leading lady and leading man, Miss Catherine Brown-Decker, the star of their former visit, having died in the south and Mr. Henry Mortimer, previous masculine lead, having returned to the States.

Booking for the engagement is now open at Moutrie's.

SIR LAMEROCK IS SURPRISE OF DAY

Takes Gosforth Park Handicap When Silver Streak Is Top-Heavy Favorite

GOOD CROWD SEES RACING

Messrs. Vida And Johnstone Ride To Dead Heat In Kempton Park Cup Event

Mr. A. J. P. Heard's victory in the Gosforth Park Handicap, the feature event of the first extra race meeting of the year, was one of the few surprises yesterday at the Race Course. Silver Streak, with Mr. Johnstone up, was the big favorite, 460 playing the pony to win and 484 to place. With Silver Streak failing to show, Mr. Heard's mount, Sir Lamerock, paid 45 backers $90.70.

A good crowd was but but there was little excitement. Two of the eight races ended in close finishes. The Kempton Park Cup event was a dead heat, Rosewood and Hallow E'en passing the post simultaneously. Messrs. Frank Vida and John Johnstone staged a great fight in the stretch but neither had the edge going under the wire. Both jockeys fought it out three lengths ahead of Mr. Dalgliesh on Shirley, the third place pony.

Persianlight won the Lingfield Park Selling Plate, paying $32.60. Possum and September Morn tried hard to catch the winning pony in the stretch but the sprints came too late.

The summary:

1.—The Alexandra Park Stakes.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have not won stakes exceeding Tls. 750 from January 1, 1917, to March 15, 1919, to be ridden by jockeys who can scale not less than 164 lbs. In racing colors without saddle and weights. Weight, 135 lbs. Entrance, Tls. 5.—Three-quarters of a mile.

	lbs.	
Mr. Robson's grey Niblick, (Mr. A. W. Burkill) ...	135	1
Mr. Slogger's grey Wild Night, (Mr. Lindsay)...	135	2

Also ran Highflyer (Mr. Gibbings), Golden Gloss (Mr. Robinson) and Waynona (Mr. Lemarchand).

Won by three lengths; many lengths.

Time—1:33 2-5.

Pari-mutuel—for win, $7.70 for place, $5.80 and $7.10.

Members' Sweep—first, 221, second, 114; third, 37; unplaced, 157 and 302.

2.—The Croxton Park Selling Race.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winner to be sold for $300; if entered to be sold for $100, allowed 5 lbs.; for $50, allowed 10 lbs. Griffins of 1919 will receive a special allowance of 5 lbs. Entrance, Tls. 5.—Seven furlongs.

	lbs.	
Mr. B. D. Kapteyn's grey Bixshoote, (Mr. Springfield)	155	1
Mr. McBain's ches. Bythe, (Mr. Vida)	140	2
Mr. B. D. Kapteyn's black Carbon, (Mr. Hill)	149	3

Also ran: Golden Sheen (Mr. Sleap), Rocksand (Mr. Benbow Rowe), Yellowstone (Mr. Crokam), The Duke (Mr. Heard) and Anani (Mr. Dalgliesh).

Won by three lengths; many lengths.

Time—1:47 3-5.

Pari-mutuel—for win, $10; for place, $5.80; $7.90 and $6.10.

Members' Sweep—first, 255; second, 311; third, 287; unplaced, 101, 134, 356, 268 and 63.

3.—The Gosforth Park Handicap.—Winner, Tls. 300. Second, Tls. 125. Third Tls. 75. A handicap for all China ponies that have started in at least three races since January 1, 1918. Entrance, Tls. 5.—One mile.

	lbs.	
Messrs. Toeg and Speetman's dun Sir Lamerock, (Mr. Heard)	154	1
Mr. E. B. Rose's grey Greysand, (Mr. Springfield)...	162	2
Mr. G. D. Coutts' grey Buxted, (Mr. Dalgliesh) ...	155	3

Also ran: The Bullfinch (Mr. Hill), Iron Duke (Mr. Vida), Mazurek

(Mr. Moller), Blackford (Mr. Grayrigge), Scala (Mr. Crokam) and Silver Streak (Mr. Johnstone).

Won by three lengths; one length. Time—2:04 2-5.

Pari-mutuel—for win, $90.70; for place, $19.40; $13.70 and $16.70.

Members' Sweep—first, 68; second, 277; third, 70; unplaced, 241, 185, 72, 203, 310 and 411.

4.—**The Haydock Park Plate.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winners of two or more races during 1918-1919, 7 lbs. extra. Griffins of 1918-1919 allowed 5 lbs. Shanghai and Klang, won sub-griffins of 1918-1919 allowed 7 lbs. Entrance, Tls. 5.—Half a mile.

lbs.

Mr. Shahmoon's bay Bonanza, (Mr. Heard) .... 154—1
Mr. G. D. Coutts' grey Briggins, (Mr. Dalgliesh) 153—2
Capt. Babnson's bay Tuborg, (Mr. Crokam) ..... 150—3

Also ran: L'Atsne (Mr. Springfield), Cranby (Mr. Sleap), Medina-Sidonia (Mr. Benbow Rowe), The Thornhill late Doughboy (Mr. Hill), The Dancing Bird (Mr. Wuilleumier), The Duke (Mr. Wolfer) and Hop Scotch (Mr. Johnstone).

Won by ½ length; ½ length. Time—57 4-5 seconds.

Pari-mutuel—for win, $38.50; for place, $15.10; $11.90 and $23.40.

Members' Sweep—first, 132; second, 70; third, 304; unplaced, 195, 238, 84, 290, 53, 201 and 300.

5.—**The Hurst Park Stakes.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have not won more than two races since January 1, 1918, to be ridden by jockeys who have not won more than three races since January 1, 1917. Weight for inches as per scale. Jockeys who have not won a race during the period stated, allowed 5 lbs.; jockeys who have won one race only, no penalty or allowance; jockeys who have won two races, 5 lbs. extra. Jockeys riding their won ponies allowed 5 lbs. Entrance, Tls. 5.—Seven furlongs.

lbs.

Mr. Haycam's brown Portobello, (Mr. Cameron) ... 145—1
Messrs. Stephen and Burkill's gr. Bydand, (Mr. Wuilleumier) ..... 157—2
Mr. C. C. Boyd's cream Springle, (Mr. Boyd) ... 156—3

Also ran: Golden Feather (Mr. Sleap), Whitehaven, (Mr. Hansen), Spaghetti (Mr. Wilson) Majuba late Zang Bah San late Bar Boy (Mr. Hine), Rob Roy (Mr. Grayrigge), Jomsborg (Mr. Braad Sorensen), Purity (Mr. De Zutter) and Loganfield (Mr. Law).

Won, by a length and a half; one half length.

Time—1:46 3-5.

Pari-mutuel—for win, $18.10; for place, $6.10; $6.10 and $7.70.

Members' Sweep—first, 34; second, 81; third, 360; unplaced, 48, 101, 247, 258, 247, 287, 210 and 459.

6.—**The Kempton Park Cup.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winners of stakes aggregating Tls. 750 and over, dating from January 1, 1918, to March 15, 1919, barred; winners of stakes aggregating Tls. 400 and over from January 1, 1918, to March 15, 1919, 5 lbs. extra. Unplaced ponies during 1918-1919 allowed 5 lbs. Entrance, Tls. 5.—One mile and a quarter.

lbs.

Mr. Ezra's grey Rosewood, (Mr. Vida) .....160—1*
Mr. Johnstone's brown Hallow E'en, (Mr. Johnstone).161—1*
Mr. G. D. Coutts' chestnut Shirley, (Mr. Dalgliesh)158—3

*Dead heat.

Also ran: Greysand, Liberty Bond, Le Rhin, Golden Quill, Bonnie Boy, The Dean and Tuborg.

Won by three lengths. Time—2:37 2-5.

Pari-mutuel—for win, Rosewood, $6.80; Hallow E'en, $6.40; for place, Rosewood, $7.60; Hallow E'en, $6.50; Shirley, $14.40.

Members' Sweep—first, 158 and 259; third, 141; unplaced, 458, 228, 250, 169, 443, 376 and 240.

7.—**The Lingfield Park Selling Race.**—Winner, Tls. 300. Second, Tls. 125. Third, Tls. 75. For all China ponies. Weight for inches as per scale. Winner to be sold for $400; if entered to be sold for $200, allowed 5 lbs.; for $100, allowed 10 lbs. Griffins of 1919 will receive a special allowance of 5 lbs. Entrance, Tls. 5.—One mile and a quarter.

lbs.

Mr. Circ's brown Persianlight, (Mr. Moller) .....158—1
Mr. Suthorl's chestnut September Morn, (Mr. Heard) .155—2
Mr. Hill's grey Possum, (Mr. Hill) .....150—3

Also ran: Kennebec (Mr. Crokam), Revenge (Mr. Springfield) and Anglodane (Mr. Braad Sorensen).

Won by ¾ length; ½ length. Time—2:41 1-5.

Pari-mutuel—for win, $32.60; for place, $17.60 and $12.30.

Members' Sweep—first, 206; second, 209; third, 11; unplaced, 50, 211 and 59.

8.—**The Sandown Park Stakes.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight 180 lbs. Entrance, Tls. 5.—One mile and a quarter.

lbs.

Mr. John Johnstone's grey Colinton, (Mr. Johnstone) .....180—1
Mr. Bahnchild's chestnut Scala, (Mr. Crokam) .....180—2
Mr. Rennick's grey Rouble, (Mr. Springfield) .....180—3

Also ran: Black Jester (Mr. Lindsay), Sans Peur (Mr. Robinson), The Capercailzie (Mr. Arnhold), Paragon (Mr. Burkill), Highflyer (Mr. Gibbings) and Big Ben (Mr. Le Marchand).

Won by two lengths; three lengths. Time—2:44 2-5.

Pari-mutuel—for win, $7.50; for place, $6.10, $8.70 and $18.

Members' Sweep—first, 303; second, 69; third, 38; unplaced, 168, 130, 389, 343, 6 and 277.

Tickets Go Fast For American Co. Dance

Committees Busy With Plans For Affair Of March 31

Tickets have been going steadily for the American Company, S.V.C., supper-dance and entertainment to be given at the Astor House March 31 and the various committees are busy with final arrangements for the affair. The company Glee Club will give various selections during the evening and the ballroom is to be decorated in military tops. Members of the company will wear uniform. The number of tickets obtainable by non-members is limited and those wishing to attend should get in touch with members without delay.

The committee in charge is composed of Mr. A. S. Goldsmith, chairman, Mr. V. E. Scott, secretary, and Messrs. J. D. Sullivan, H. P. Bankert and H. T. Bradley.

MANILA WOULD STAGE CHAMPIONSHIP FIGHT

Olympic Club Wires Benny Leonard Offer For Title Bout With Llew Edwards On July 4

President Frank Churchill of the Olympic Boxing Club of Manila has wired Benny Leonard urging the latter to make the trip to the Philippines to meet Llew Edwards for the lightweight championship of the world. The cable offers Leonard G.$15,000 guarantee, 30 percent of the gross receipts and two round-trip tickets from San Francisco. Business houses, clubs and societies of Manila have pledged their assistance to the Olympic Club and every effort will be made to get the present title holder to meet the lightweight champion of Australia on July 4. Edwards is the logical opponent for Leonard. There was a possibility of the bout being staged in Sydney while the champion is on a tour of the world.

Stories carried by the San Francisco papers which reached Shanghai in the last mail, say that a syndicate of New York men headed by Sidney Cohen, has guaranteed the champion G.$100,000 and a percentage of the "gate" in all contests in which he takes part. Leonard's contract calls for five championship bouts over the 25 round route but Billy Gibson, his manager, has been allowed the privilege of picking the opponents.

Leonard's tour, according to his plans in February, included Australia, India, England and France. Whether or not Churchill's cable will interest him sufficiently to result in his changing his sailing date and including the Philippine Islands in his itinerary, only time can tell.

During the War

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Sonnets Of An Umpire By William F. Kirk

Love, life and the pursuit of happiness
Is what I heard a geezer say last night
Was every man's and every woman's right—
But he ain't never heard of us, I guess—
Us umpires, handing out the No or Yes
And feeling shaky when the game is tight,
Whether it's No or Yes it means a fight—
This life is one long signal of distress!

Sometimes I think I'll try a tamer life
Like hunting tigers or like robbing trains.
How would you like to be an umpire's wife
Waiting for them to bring home his remains?
This lot I've found to be an umpire man's—
Hate, strife and a pursuit by angry fans!

I know this talk is old. I know it's stale
To talk of what the umpire has to bear.
The fans have read about it everywhere
And heard it warbled up and down the scale.
And I suppose the man who gets good kale
For ordering kicking players here and there
Should feel plum tickled that he gets his share,
Keeping his health and keeping out of jail.

But when the world is getting back to Peace
An umpire can't help wishing now and then
That his life could be safe without police
The same as are the lives of other men.
Another season's knocking at the door,
And I'll be getting mine for six months more!

Big umpiring is being done across the sea today. They're placing fines upon the Hun so lately brought to bay. And many a fine with many a whine this Hun will have to pay.

Of course he'll make full many a roar and many a sorry squeal. The Hun has done the like before when others won the deal. He glared at Uncle Sam and cursed when Sam first threw him out at first.

It is no minor league affair—this confab o'er the sea. Great minds are solving problems there for children yet to be. There must be many angles played and many a close decision made.

Big umpiring is there, indeed! The world sits waiting now. No more Humanity must bleed with thorns upon its brow. Autocracy with all its shame must pack its robes and leave the game!

The whole world's clans sit now as fans awaiting what may come. They hope no more to hear the roar that drowns the rolling drum. The greatest minds of present days are passing on a tyrant's plays.

Big umpiring is being done, and when the game shall end, the tender light of Freedom's sun shall gild the Rainbow's bend. And may they have unfailing vision in making Mankind's Great Decision!

SPORTSMEN IN WAR

England's Great Generals Fond Of Athletics And Hunting.

What part sport has played in the development of the British leaders in the war is the subject of an article in an English sporting periodical, and it makes interesting reading, though it has the tendency to prove rather too much. The English-speaking people are undoubtedly the greatest sporting races on the earth, the greatest devotees of outdoor sports and games. What they have done in the war need not be dwelt on, but it might be going too far to explain their wonderful achievements on the ground that they were sportsmen. Otherwise, how should we explain the grandeur of the pollus, the genius of their leaders? The French are not a sporting nation, and what development they have made in the cultivation of athletic sports is a matter of only a few years. Similarly the Italians are not great devotees of athletic games; yet their feats of endurance and enterprise have not been surpassed. The national sport of the Belgians is pigeon racing, a vicarious sort of athletic training.

However, sensible people will not deride the benefits that have accrued to our race through physical exercise, and nobody with experience will deny that there is no sort of exercise that does so much good as that which is unconsciously acquired through the playing of games. Sir Douglas Haig, the greatest of British soldiers, was a devotee of sport. He was not only a highly gifted exponent in more branches than one, but a profound believer in its use for military purposes. On one occasion he said that he "attributed great importance to young officers being encouraged to hunt and play polo, and would urge that they be helped to do so in every way possible. . . . These pursuits have a very real value as training for war, and it is particularly desirable that officers with private means should be encouraged to spend their money in this way rather than in buying expensive motor cars and similar luxuries which have a precisely opposite tendency." For many years Sir Douglas Haig was one of the best polo players in England, and built up a team that won the championship of India, where the game was developed. He was also in his schooldays a fine cricketer. There is probably no better horseman in the British army today than its Commander-in-Chief.

General Allenby is also a fine polo player and horseman. He has always been a keen supporter of outdoor sports, used to be a steeplechase rider of note, and in the nineties owned a small but select stable of cross-country performers. General the Earl of Cavan, commander of the British army in Italy, is a noted sportsman. He was master of the Hertfordshire foxhounds when war broke out, and is a fisherman, a shot, and a golfer of parts. When a member of the Grenadier Guards he rode in point-to-point races seventeen times, and was placed eleven times. General Sir H. S. Horne was also a brilliant performer in the saddle. He was a hunting man, a polo player, and a steeplechase rider. General Birdwood, who won fame as the commander of the army at Gallipoli, played on his regimental polo team, and never missed a meet of hounds when he could help it. He was also a big-game shot, and is known as an all-around sportsman.

General Sir H. S. Rawlinson was for years an active member of the Household Brigade Racing Club, and played polo for his regiment. He was a skilful racquet player, and as a cricketer was first class, having made centuries on several occasions. Lieut. Gen. Sir W. P. Pulteney is a typical all-around army sportsman. He was a cricketer, too, but shone particularly in soccer. For several years he was the secretary and treasurer of the Army Football Association, and under him the game showed a remarkable growth. He has also had considerable experience as a big-game hunter in Africa, and is an ardent fisherman. The late General Sir F. N. Maude was a first-class athlete at Eton, and later at Sandhurst. He played cricket and soccer and was a noted half-mile and mile runner at college.

These are only a few of the outstanding British army leaders who have been strong believers in the value of outdoor sports for military training. It is only to be expected, of course, that cavalrymen should be keen on horses, riding and racing and other games in which horses figure. No doubt, in the navy we should find the officers devotees of other sports. There the officers and men do not get the opportunity of much cricket, soccer, and hunting, and sailormen are notoriously bad horsemen. Boxing and athletic contests, that do not require much space would naturally attract them. Moreover, life on the sea in itself develops those qualities that on shore are only acquired by indulgence in some form of athletics. But whether afloat or ashore, the British officer is fond of sport, and loses no opportunity to engage in it. This is a part of our national character, and one that is never likely to decay.—*Toronto Mail and Empire.*

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To Close Links Today In Respect To Mr. Green

The golf courses at Kiangwan and Shanghai will be closed at four o'clock this afternoon out of respect to the late Mr. Samuel Green, professional at the Shanghai Golf Club, whose funeral will be held at the Bubbling Well Cemetery this afternoon.

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per R.M.S. E. of Asia ....Mar. 29

For Japan:
Per N.Y.K. s.s. Chikugo M. Mar. 24

For Vladivostok
Per B.V.P. s.s. Penza ....Mar. 28

MAILS DUE

From U.S. and Canada
Per B.A.T. s.s. Javary ....Mar. 24

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

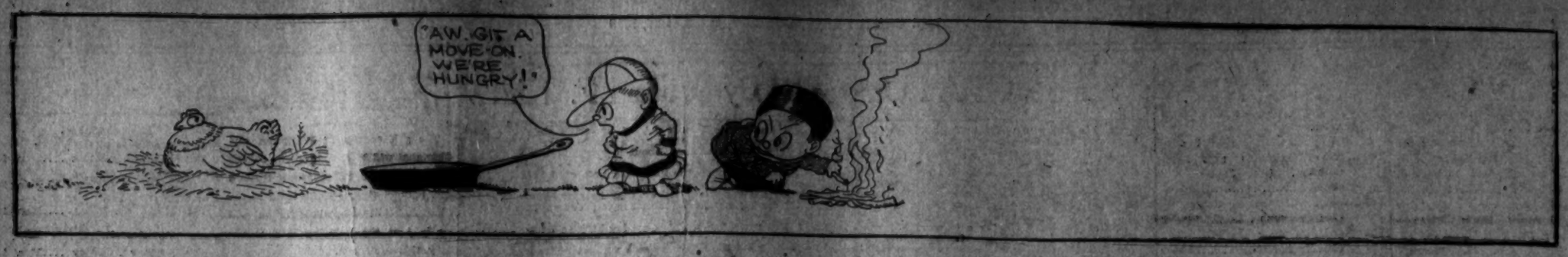
STATIONS	Local	Fast E	Slow	Coolie & Goods	Local	Express E	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Szcawei ..... dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Singkiang ..... dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashi ..... dep.	....	9.51	11.52	13.28	....	16.58	18.49	....
Kashing ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yahsh ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changsa ..... dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow ..... dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast E	Slow	Local	Coolie and Goods	Express E	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changsa ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yahsh ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.49
Kashing ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashi ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Singkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.33*	....
Shanghai South ..... arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10 20	11.35	14.05	....	17.18	18.20	....
Szcawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.38	....
Shanghai North ..... arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.



Little Jimmy

1. "THE GROCER SAYS HE HAS NO ONE TO SEND OVER WITH THE EGGS FOR THE EGGNOG AND THE BUNCH WILL BE OVER ANY MINUTE NOW!" "OH DEAR! WE SIMPLY MUST GET THEM. I'VE TOLD EVERYBODY WHAT WONDERFUL EGG NOG YOU WERE GOING TO MAKE!"

2. "LISTEN, JIMMY. I WANT YOU TO RUN DOWN TO THE GROCERS AND BRING BACK SOME EGGS WHICH HE'LL GIVE YOU. HURRY. BECAUSE THEY'RE FOR COMPANY THAT'S COMING"

3. "HERE'S YER EGGS, SON."

4. "HEY, JIM! JUST IN TIME FOR TH' BURRAGE!" "HEY, JIM! WAIT AN JOIN OUR ARMY. TH' INIMY IS OVER TOTHER SIDE OF TH' FENCE. WE'RE GONNUH THROW A BURRAGE OVER ON 'EM IN A FEW MINUTES!" "WHAT'S A BURRAGE?" "YOU JUS WAIT TILL MAW GITS LOOKIN' FER THAT BABIN!"

5. "IT'S LIKE THIS, LOOKIE! WE ALL THROW TOGETHER!" "OOH! NOW I KNOW!"

AND IN THE MEAN TIME

6. "GRACIOUS! HERE COME THE FOLKS!" "AND THE KID NOT BACK WITH THE EGGS!"

7. "OH, FATHER, CAN'T WE DO WITHOUT THE EGG NOG?" "HOW CAN WE? YOU'VE TOLD THEM TO EXPECT IT AND NOW WE'VE GOT TO MAKE GOOD! I'LL SNEAK OUT THE BACK WAY AND GET SOME MYSELF!"

8. "HERE'S THE SAME AMOUNT OF EGGS AS YOUR LITTLE BOY TOOK. YOU FOLKS HAVE JUST ABOUT CLEANED ME OUT OF EGGS TO-DAY!"

9. "HAVE YOU SEEN MY LITTLE BOY, JIMMY?" "HE AIN'T NONE O' US!" "MAYBE HE'S WIT' TH' INIMY OVER TH' FENCE!" "WHO'S HE FIGHTIN' WIT'?" "LO MISTER THOMPSON! YUD BETTER CHEESE IT FER A STRAY SHELL! THE ARTILLURY IS LIABLE TO COMMENCE ANY OLE TIME NOW!"

10. "HEY! LOOK OUT FER D' BURRIDGE YOU'RE GITTIN' ALL OF IT!" "GEE! DEY GOT EGGS!"

11. "HI, YOU KIDS. DO YOU KNOW WHERE TO THROW THESE SO AS TO HIT WHOEVER IS THROWING AT US?" "SURE WE DO!"

12. "SURRENDER! WE WIN!" "DERE'S JIMMY!"

13. "OH MRS. THOMPSON! ISN'T THAT YOUR HUSBAND?" "AND LITTLE JIMMY!" "SURE IT IS!"

SWINNERTON